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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. No. 1 | New York, N. Y., Saturday, March 26, 1910 | $2.00 a Year 10 Cents a Copy

PATENT OFFICE MAR 28 1910



The man who doesn't like to be bumped, shaken or thumped when he goes out for a pleasant motorcycle ride should ride

THE FLYING MERKEL

The Spring Frame and Fork prevents that agonizing jarring, common to other motorcycles. That's why folks buy "The Flying Merkel."

Our new catalog D tells lots more. Maybe an "agency" would interest you.

Merkel-Light Motor Co.

POTTSTOWN, PENNSYLVANIA

MEMBERS OF M.M.A.

93846

The Tire Quality You Seek



Can be found only in one make of tires—HARTFORD.

It's there. It has been amply—more than amply—proved in the past.

To-day the same high standard is rigidly adhered to.



Hartford Tires

"The tire with the doubt and the risk left out"



will satisfy not only the manufacturer who specifies them—they will satisfy every customer who buys them.

Because they are the best tires made and universally recognized as the best.

The Hartford Rubber Works Company

HARTFORD, CONNECTICUT

BRANCH HOUSES—New York, 57th St. and Broadway; Chicago, 12th St. and Michigan Ave.; Boston, 817 Boylston St.; Philadelphia, 1425 Vine St.; Detroit, 256 Jefferson Ave.; Buffalo, 725 Main St.; Cleveland, 1831 Euclid Ave.; Minneapolis, 622 Third Ave. South; Denver, 1564 Broadway; Atlanta, Ga., 94 North Pryor St.; Kansas City, 719 E. 15th St.

AGENCIES—Pierson-Wilcox Electric Company, Minneapolis, Minn.; Mercantile Lumber and Supply Co., Kansas City, Mo.; Appeal Mfg. & Jobbing Company, 631 Los Angeles St., Los Angeles, Cal.; F. P. Keenan Company, Portland, Ore.; Compania Mexicana de Vehiculos, City of Mexico, Mex.; Bean Sons' Company, Oakland, Cal.

They all say the same thing—

FOR FULL VALUE AND ENDURING SERVICE

there's nothing equal to

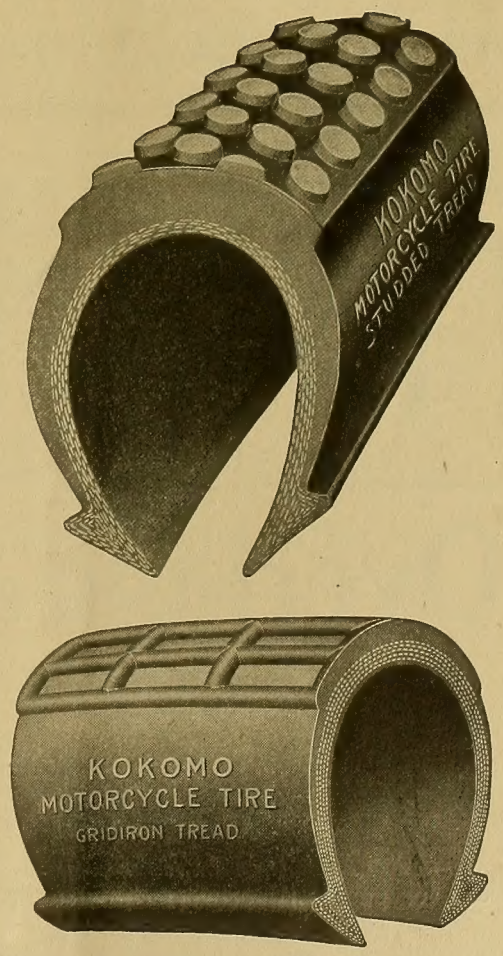
KOKOMO Motorcycle Tires

IN ALABAMA, they express the opinion in this manner:

"I have an Excelsior Autocycle equipped with Kokomo Tires, which I have been riding for over six months and up to now I haven't had a single puncture. My tires are in fine shape and look as though they haven't been used a month. Kokomo tires will always suit me."—EMORY FOLMAR, Troy, Ala.

IN ILLINOIS, the testimony all is to the same effect, as follows:

"Having had such great success with Kokomo motorcycle tires, I feel it my duty to testify to their merits. I ride a Harley-Davidson motorcycle, and have had no tire trouble at all,, save a few punctures and occasionally a leaky valve. I have ridden one set of your tires (Gridiron Tread) since last April. I ride considerable and have given them a good deal of abuse, but they are still good for another season. My riding companions all wore out a set of tires other than Kokomo last season and in one instance three rear tires in three months, while mine are still on the job. I cheerfully recommend Kokomo tires to those who desire the best to be had; they give satisfaction and add pleasure to a trip."—I. L. VANTWOOD, Chicago, Ill.



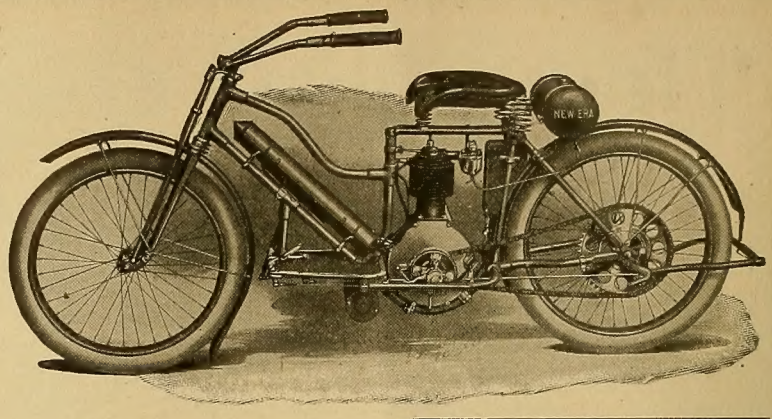
IN ALL OF THE OTHER STATES, or wherever a Kokomo Tire is in use, inquiry almost invariably brings similar testimony. Nothing is so rare as the motorcyclist who has a bad word for Kokomos.

KOKOMO RUBBER CO., Kokomo, Ind.

A New Era in Motorcycling

was begun when

The New Era Auto-Cycle



made its appearance. It marked the beginning of real practicability and comfort.

Its long, low frame and spring-suspended, upholstered form seat and foot-board (instead of pedals), makes it available for all ages and sizes and conditions of mankind; its two speed transmission makes it master of any and all hills and renders possible the slow pace so necessary to safety and comfort on rough country roads and crowded city streets; its free engine (engine started by a crank like an automobile), makes it possible to start anywhere from a standstill and without even "jacking up" the machine. Lots of these ideas are being and will be copied but don't you pay for manufacturers' experiments. You don't have to do so when the New Era offers them in perfected form.

WRITE FOR ADVANCE CIRCULAR AND AGENCY PROPOSITION.

Greenville, O., Feb. 18, 1910.
Dear Sirs: In regard to inquiry can say that the New Era Auto-Cycle is much beyond my expectations. I purchased my machine April 11, 1909, and up to the first of the year 1910, I had ridden something over 10,000 miles, and have a good machine yet. For our work or any other, racing excepted, I would not give one "NEW ERA" for a car load of other makes for every day use. Mud, snow, hills, level ground and good roads are all the same to the "NEW ERA." I am in the fire insurance business and use my machine in all kinds of weather and on all kinds of roads.
Yours,
O. P. McGRIFF.

THE NEW ERA AUTO-CYCLE CO., No. 2 Dale Avenue, Dayton, Ohio

1910 **THE HIT OF THE SEASON** **1910**

Overland and Black Diamond BICYCLES

THE WHEEL OF

Character, Style and Stability

Send for our 1910 catalogue printed in colors; also our beautifully colored window transfer sign for dealers.

BI-MOTOR EQUIPMENT CO., Boston, Mass.

Main Offices and Wholesale Dept., 177-179 Portland St. Branch Store, 113 Massachusetts Ave.

The Superiority

of

G & J TIRES

has been so frequently demonstrated that it has now become an axiom with all riders of national reputation. They won't take chances on anything else. The further fact that

all the leading motorcycle manufacturers of the country specify G & J Tires

as their standard equipment will convince you that the Indianapolis G & J Motorcycle Tire is the

unquestioned leader in the world of motorcycling.

You cannot get anything better.

Send for our illustrated booklet.

G & J TIRE COMPANY, Indianapolis, Ind.

The Progressive Manufacturer—Dealer—User

is responsible for the tremendous sale of

Diamond Bicycle Tires

¶ Each demands value for value.

¶ From Diamond Bicycle Tires —as from no others—does each get what he wants— TIRE MILEAGE.

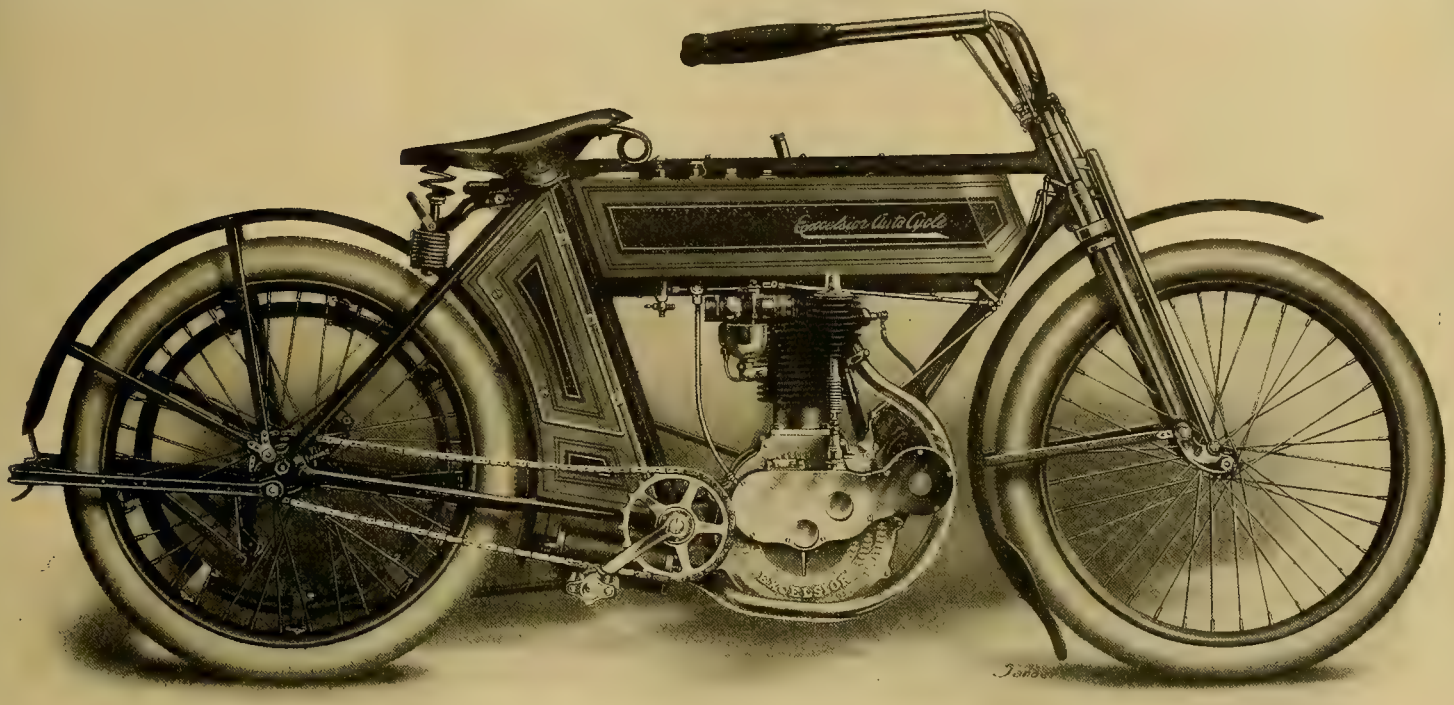
Which is what we sell—USERS KNOW

Special Bicycle Tire Catalog upon request.

THE DIAMOND RUBBER CO., Akron, Ohio

Branches and Agencies in all principal cities.

EXCELSIOR AUTO-CYCLE



The Quality That Counts

is on the inside. Nearly all motorcycles are attractively finished on the outside but it is the material, workmanship and design under the enamel that makes the serviceable and dependable machine. It is drop forged frame fittings, tool steel bearings and crank shafts, copper oil and gasoline tanks, properly ground cylinders, properly balanced motor, efficient lubricating systems, and such vital features that make the really high class machine and these are all found in the

EXCELSIOR AUTO-CYCLE

In buying a motorcycle, examine it carefully and if it lacks any of them, it thereby misses perfection and reliability. Practically every big concern with an expert engineering staff who uses motorcycles in their business uses EXCELSIORS. It is a convincing proof of EXCELSIOR QUALITY.

EXCELSIOR SUPPLY COMPANY

233-237 Randolph St. Members M. M. A. Established 1876 Chicago, Illinois

Eastern Representative: STANLEY T. KELLOGG, 2312 Broadway, New York.

PACIFIC COAST BRANCH—361-3 Golden Gate Ave., San Francisco, Cal.

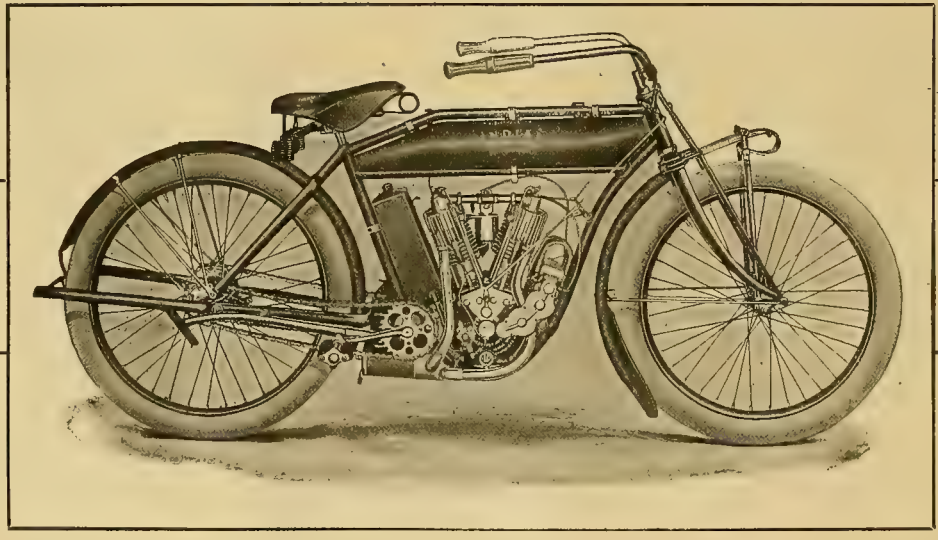
A SMOOTH COMBINATION

The Velvet Twin

INDIAN

WITH

The Cradle Spring Fork



Built Right

Goes Right

1093 Miles in 24 Hours by this Stock Twin

DEMONSTRATES RELIABILITY

Catalogue B Free

THE HENDEE MANUFACTURING CO., Springfield, Mass.

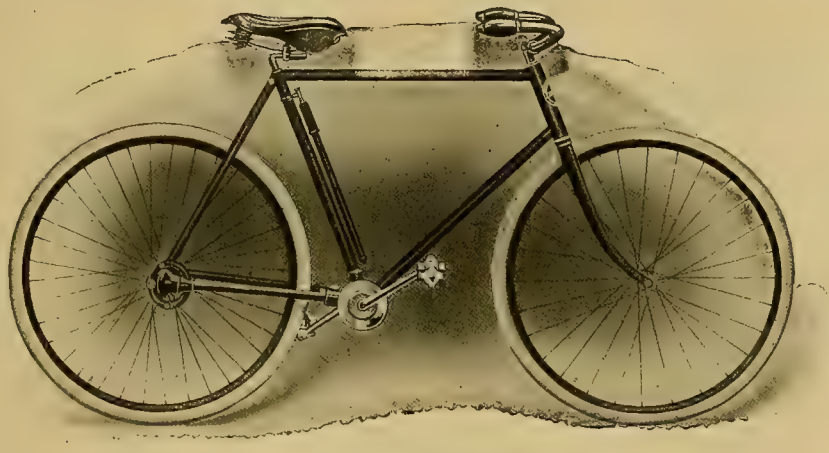
CHICAGO BRANCH—1251 Michigan Ave. Member M. M. A. **LONDON DEPOT—184 Gt. Portland St.**

Columbia Bicycles

THE POPE MFG. CO. Columbia BICYCLES

For the RIDER who desires the most perfect bicycle that can be made under the present state of the art, and for the DEALER who wishes to combine the largest profits with the greatest satisfaction to his customers,

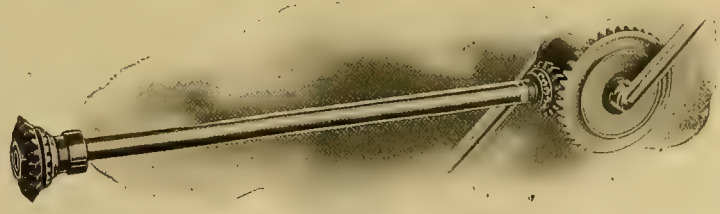
THE COLUMBIA CHAINLESS IS THE WHEEL



THE COLUMBIA CHAINLESS, $75.00
Fitted with Two-Speed Gear, Coaster Brake, Cushion Frame and Spring Fork, $100.00

Chainless Bicycles are always ready to ride—snow, rain, mud or dust do not affect the gears. The COLUMBIA CHAINLESS bicycle drives the easiest, lasts the longest and costs the least for upkeep. It is the highest type of bicycle and has the finest equipment put on any machine.

The Columbia bevel gears are forged from high carbon steel, and, being protected from dust and mud, improve with each year's use.



Columbia Bevel Gear Chainless Mechanism

The percentage of sales of high grade bicycles is constantly moving upwards. NOW is the time to push CHAINLESS Bicycles. Don't lose sales by not being ready.

Have you a copy of the 1910 Columbia Catalogue? If not, send for one, with dealers' prices on Chainless Bicycles.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

Philo B. Sapp, Dalton, Ga., rides on Morgan & Wright Motorcycle Tires and says of them—

"This is the third season for a pair of Morgan & Wright Tires on my machine. They wear like a pig's nose."

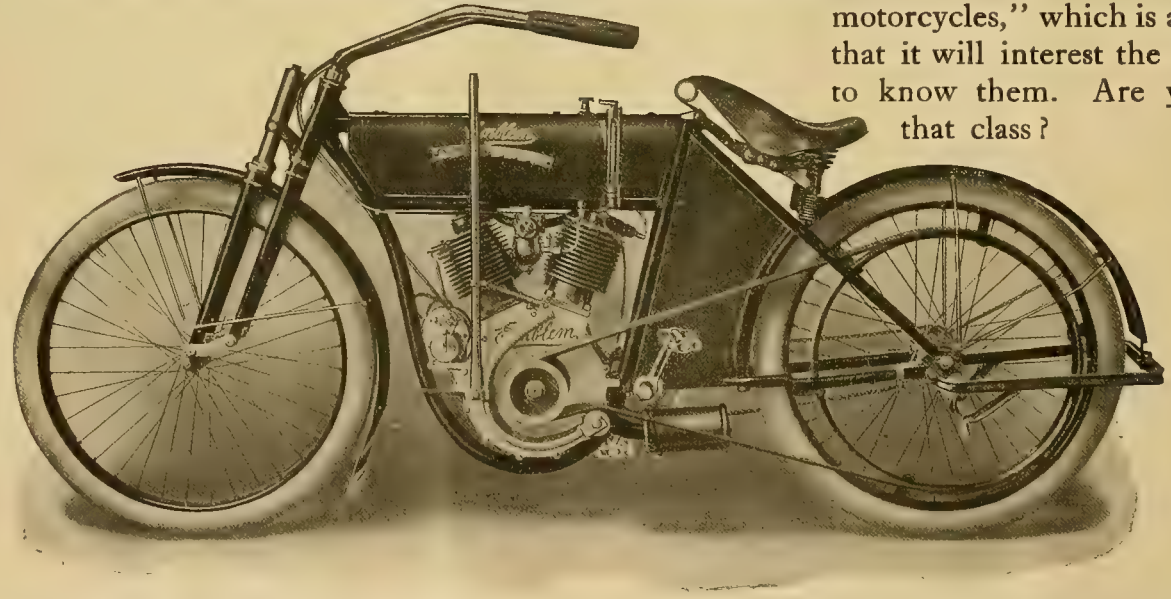
There probably have been few improvements in the wearing qualities of pigs' noses in the past two years, but we know there have been some great improvements made in our tires. Consequently, we feel perfectly safe in saying that Morgan & Wright Motorcycle Tires now wear better than a pig's nose.

We are now making a White Tread Tire with the toughest tread ever put on a Motorcycle Tire. Specify them on your machine. They will cut a big slice off your machine maintenance expense.

MORGAN & WRIGHT, Detroit

EVERYTHING ABOUT THE EMBLEM

from the ball bearing motor, up or down, is of the sort that appeals to the man who "knows motorcycles," which is a good indication that it will interest the man who desires to know them. Are you included in that class?



7 H.P. Twin Cylinder.

5 H.P. Single Cylinder.

4 H.P. Single Cylinder.

A Good Agency For Hustlers

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.

Goodyear Dealers Make Good With Their Patrons!

There are now 600 Goodyear dealers—one to a town—in all parts of the country—and everyone of them is making good with his customers and with himself.

The best advertisement in the world for any business is a pleased customer. That is one of the advantages in selling your customers Goodyear tires—this tire always makes good.

Goodyear tires are the fastest selling tires in the world.

Everywhere they have taken bicycle riders by storm. Their sterling quality appeals to every thinking man.

The Goodyear Pathfinder Non-Skid, Extra Heavy Bicycle Tire

is especially adapted for the hardest kinds of service. It is built to withstand the severe strain that a tire must meet in Messenger service or Police, Post Office and Collector's duty.

THE PATHFINDER
Non-Skid, Extra Heavy, Single Tube
BICYCLE TIRE



"The Tire That Can't Slip"

The non-skid feature we point to with especial pride. There is nothing that can be torn loose because this feature is built in—it is a part of the tire itself.

This reinforcement increases the life of the tire greatly.

The tread grips the road and prevents slipping, even on an icy street. There is no other tire that can equal its performance on a wet or slippery pavement.

This tire is constructed with infinite care throughout, from the choice of the world's best material.

Only the best Para rubber—fresh from the trees—is used in the manufacture of these tires.

We could buy rubber reclaimed from the junk pile for but ten cents a pound.

But none but the best is good enough for Goodyear tires.

Please notice also the reinforced tread on this great tire. Notice that there are two extra layers of a specially woven Egyptian fabric.

A strip one inch wide has a tensile strength of 150 pounds, while that of the ordinary muslin used by most manufacturers is but 40 to 60 pounds.

Another feature of this great tire is its marvelous resiliency—the tire yields and springs in your hands. Yet there never was a tougher cover.

Wy don't you join our great Goodyear family of 600 dealers. Be one of them. Here is your invitation.

If we have no representative in your town just drop us a line asking us to tell you just what there is in it for you. Better write today.

THE GOODYEAR TIRE & RUBBER CO. Moal Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston Street; Buffalo, 719 Main Street; Chicago, 80-82 Michigan Avenue; Cincinnati, 317 East Fifth Street; Cleveland, 2005 Euclid Avenue; Detroit, 251 Jefferson Avenue; Los Angeles, 949-51 South Main Street; New York City, 64th Street and Broadway; Philadelphia, Broad Street and Fairmount Avenue; Pittsburg, 5928 Centre Avenue; San Francisco, 535-39 Golden Gate Avenue; Washington, 1026 Connecticut Avenue; Omaha, 2020-22 Farnam Street; Milwaukee, 188-92 Eighth Street; Memphis, 181 Madison Avenue; Dallas, 111 North Akard Street; Kansas City, 16th and McGee Streets; New Orleans, 706-16 Baronne Street; Atlanta, 90 North Pryor Street; Providence, 366 Fountain Street; Minneapolis, 915 First Avenue, South; St. Louis, 3955-37 Olive Street; Denver, 1721-23 Arapahoe Street; Salt Lake City, 105 07 W. Second South Street. (13)



The One Best Bet

as an agency proposition for 1910 is

THE Racycle

ALWAYS HAS BEEN
ALWAYS WILL BE

The Best Selling High Grade Wheel IN THE WORLD

We can tell you why the Racycle should be—
Our Agents will tell you that IT IS—

The Best Agency in the U. S.

Write for particulars.

THE MIAMI CYCLE & MFG. COMPANY
Middletown, Ohio, U. S. A.



THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. New York, U. S. A., Saturday, March 26, 1910. No. 1.

SUNSHINE SWELLS CYCLE ORDERS

Cox Finds No Let-up in Increased Demand from All Parts of the Country—Smashing Records.

J. F. Cox, manager of the Pope Mfg. Co.'s bicycle department, was in New York yesterday en route for his annual handshake with the company's larger agents in the South Atlantic states. While here he stated that there had been no let-up in the increased demand for bicycles, the first touch of warm weather having brought a flood of telegraphed and other heavy orders. One of them, from Portland, Ore., was for a carload shipment and added the cheering information: "Business exceeding all expectations."

Cox believes it probable that the Pope company's sales during the current year will exceed last year's record by 10,000 machines. The orders in hand already are within shouting distance of that figure. The increased business, he says, is spread pretty well over the whole country, the South and the Pacific Coast, as usual, accounting for the larger share. Texas, in particular, is doing nobly. Even in New Orleans, where but a few months since a paper described the bicycle as "extinct," the Pope agent has sold 138 bicycles already this season. New England also is looking up for the first time in several years. In Hartford alone, Cox believes that 400, if not 500, Pope bicycles will be sold.

Duckworth Becomes an Association.

Taking advantage of the Massachusetts voluntary trust association law, the business of the Duckworth Chain & Mfg. Co., of Springfield, has been taken over as a Massachusetts corporation, by a voluntary trust association of the same name. The trustees, James Duckworth, George H. Empsall and Watson F. Ives, have acquired the assets and assume all the liabilities of the corporation and will conduct the business exactly as heretofore. The trust association law differs from the corporation law in that only the funds and property of the association are liable for debt, the trustees or share holders personally being exempted from liability.

Harley-Davidson Again to Expand.

The Harley-Davidson Motor Co. has acquired a plot 218 feet long, adjoining its present factory in Milwaukee, and is having plans drawn for the erection of a large addition to its plant. Meanwhile a temporary one-story structure is being hurriedly constructed, which will house about 100 men and thus assist in taking care of the spring rush which has been keeping the progressive Milwaukeeans on the jump.

Kelly's Tire Factory not for Toledo.

Charles F. U. Kelly has "passed up" Toledo, O., as the location for his projected tire company. He has notified the president of the Toledo Chamber of Commerce that all negotiations are off, and says that in contrast to Toledo's hesitancy, a city further west, said to be in Wisconsin, subscribed $200,000 for his project within ten minutes after it was presented to its leading business men.

Excelsior Supply Triples Its Room.

The Excelsior Supply Co., Chicago, has leased the Kelly-Maus building at the foot of Randolph street and is preparing to remove thereto. The building is a five story and basement structure, 450x56 feet, and will afford three times as much room as the Excelsior company's present wholesale establishment.

Automobile Jobbers Take up Bicycles.

Reversing the usual order of things, the Phoenix Auto Supply Co., of St. Louis, Mo., one of the prominent jobbers in that part of the country, has added a line of bicycles to its wares and will market it under the name Phoenix. The company has secured also the agency for Excelsior motorcycles.

WILCOX QUIETLY FOLDS HIS TENT

Ostensible Successor to Ovington's F. N. Business Appears to Have Had Enough Magneto Mystery Unsolved.

H. H. Wilcox, Jamaica Plain, Mass., who, after the failure of the Ovington Motor Co. last fall, set up as an American agent, if not as the American representative, of F. N. motorcycles, has silently folded his tent and no one at his Jamaica Plain address knows just where he went, unless to his home in Newtonville. There is, however, no suggestion of importune creditors or anything of the sort. Apparently Wilcox simply decided he had enough and quit several weeks ago, but the fact just has become known.

Whether Wilcox represented himself or some one else in the motorcycle business always was a most puzzling question. Before he figured in the business, he had a shop in the rear of a Jamaica Plains factory building, where he printed calendars and advertising novelties, but apparently his trade was not big enough to worry him. When the Ovington Motor Co., New York, American agent for F. N. motorcycles, became bankrupt, E. L. Ovington, its president, who personally followed it into bankruptcy, purchased some of the assets at the receivers' sale and shipped them to Wilcox, who then blossomed as an F. N. representative and advertised F. N. motorcycles for sale. Few men, if any, in the business, however, made his acquaintance and an air of mystery hung over his identity. He did little or no business, except in F. N. parts, and his quiet retirement scarcely will excite surprise.

The only curiosity that will be created will concern the final disposition of a Bosch magneto, which Wilcox—or his letter writer—said was in his possession and which he declared did not belong to him. Wilcox seemed to have a long list of motorcycle riders located in all parts of the country, and to them was mailed a communication

relating how this magneto had come to him with the Ovington assets and which he was very anxious to have identified and to restore to the rightful owner. He hoped that each recipient of his communications would be able to claim it. After this display of high-mindedness, the letter proceeded to suggest that perhaps the recipient might desire to exchange his old F. N.—few of those who received the communication ever owned one—for a new one or in some way buy something which Wilcox had for sale.

The ingenious letter, which appeared to be autographed, became something of a joke and the "magneto" was in a fair way of becoming famous when Wilcox's supply of postage stamps apparently became exhausted.

Despite the fact that the bankruptcy proceedings in which he is concerned have not been wound up, reports have been printed that Ovington himself was organizing a new company to handle the F. N.; but Ovington, in a letter written within the past week, says among other things that he has bought a hous near Boston, whence he came and of which Jamaica Plain is a suburb, and there expects to engage in electrical experimentation.

Noise Brings Dividend a B. & S. Plant.

Because the noise incident to their operation of their heavier hammers makes it impossible for them to keep their plant working far into the night without disturbing the sleeping neighbors, the Billings & Spencer Co., of Hartford, Conn., have decided to erect another forging plant in the little river town of Dividend—six miles removed from Hartford—where they will be able to work 24 hours per day. The new plant will be 150x70 feet, exclusive of the power house, and will be erected with all possible speed. The Hartford establishment, however, will be maintained as heretofore, but will keep "better hours."

Rim Makers Undergo Reorganization.

The Spare Motor Wheel of America, Ltd., St. Anne, Ill., which introduced the Stepney spare automobile wheel into this country and which last year added motorcycle rims to its productions, has been reorganized under the style United States Wheel & Rim Co., Ltd. Its capital has been increased and a doubling of its rim capacity provided for.

Three Additions to Retail Trade.

Homer Callahan, Bay Shore, N. Y., and S. W. Carroll, Wethersfield, Ill., have opened bicycle stores in their respective towns. G. Carlton Harwood also has opened an establishment in Marion, Ind., at 217 East Fourth street, where in addition to bicycles he will handle motorcycles.

Harris Again Heads for the Coast.

D. P. Harris, the New York distributor, left this week for one of his periodical visits to the Pacific coast. He will be absent until about May 1st.

GEORGE N. PIERCE DIES SUDDENLY

Buffalo Manufacturer Succumbs to Attack of Heart Disease—Prominent Parts He Played in the Cicle Industry.

George N. Pierce, of Buffalo, N. Y., a director and once head of the Pierce Cycle Co. died suddenly in the Lenox Hotel in that city at 11 o'clock Wednesday night last, 23d inst., following an attack of heart disease. His unexpected death proved as much of a shock in Buffalo, where he long had been conspicuous in manufacturing circles, as it will prove in the cycle trade, where, of course, he was even better and



GEORGE NORMAN PIERCE

more intimately known. For although 64 years of age and white haired, Mr. Pierce was a fine specimen of elderly manhood. He was hale and hearty in appearance, a strong, rugged physique and red cheeks giving him the look of great vigor and perfect health.

Almost unnoticed, Mr. Pierce came into the cycle trade during the boom in the early '90s. He then was a member of the Buffalo firm of Heinz, Pierce & Maunschauer, which produced refrigerators and bird cages and which, like so many others engaged in apparently foreign fields of endeavor, took up the manufacture of bicycles. The firm evolved into George N. Pierce & Co., which, in 1896, in turn became the George N. Pierce Co., and so gradually as to attract no widespread notice it began to make an impress on the cycle trade. It was not, however, until after the boom had spent itself and the debris was being cleared away that the Pierce bicycle stood out so clear cut and distinctly as it has during the past decade. Mr. Pierce was a great believer in quality, and it was the quality of his bicycle that forced it to the front.

When the automobile first began to obtain notice, the Pierce company was attracted to it and placed a small car on the market. As the new industry expanded, the Pierce interest in it grew correspondingly greater and the little car gave way to bigger and still bigger cars, until the present now famous Pierce-Arrow was evolved. All the while, however, Mr. Pierce's heart was with the bicycle. He rode one consistently when luxurious cars always were within his call. His inclination was a factor in the separation of the bicycle from the automobile interests of the company, he and his son and certain of their friends, taking over the former in 1906, when the present Pierce Cycle Co. was formed for the purpose. A year later he relinquished all connection with the automobile company, and two years ago he retired from active participation in the affairs of the Pierce Cycle Co., the management of which was left in the hands of his son, Percy P. Mr. Pierce himself retained a desk in the factory office, but he occupied it only when he felt like it and gave himself up to travel.

He served one term as president of the late Cycle Manufacturers' Association and proved himself a forceful official. The friction and squabbling caused by the discussion of the stripped or jobbing bicycle, in which he had no personal concern, alienated his interest, however, and in characteristically vigorous fashion he bowed himself out of the association and refused longer to have anything to do with it, even before the jobbing bicycle finally brought about its complete undoing.

Mr. Pierce leaves a wife, two sons, Percy and Norman, and six daughters. He was a Mason, but his funeral, which occurred on Friday, was private.

Cycles Prominent at Sportsmen's Show.

As becomes their prominent position in the realm of outdoor sports, it is fitting that bicycles and motorcycles should be prominently displayed at the third annual sportsmen's show which is in progress in Convention Hall, Buffalo, N. Y., this week. They are exhibited by the following: Bicycles: W. D. Andrews, Pierce; Haverford Cycle Co., Hudson; Gloucester Cycle Co., Emblem; Emblem Mfg. Co., Emblem; F. F. Rick & Co., Reading Standard. Motorcycles: Emblem Mfg. Co., Emblem; Glouster Cycle Co., Thor and Emblem; F. F. Rick & Co., R. S.; H. L. Peters, Yale; W. D. Andrews, Pierce; Neal, Clark & Neal, Indian; American Motor Co., M. M. At the Louisville (Ky.) automobile show, held last week in the state armory, the following dealers staged motorcycles: Klein Bros., Harley-Davidson; R. O. Rubel, Jr., & Co., Curtiss and Marvel; Wolke Motorcycle Co., Emblem; C. W. Fisher, Thor and Racycle; L. W. Thompson Co., Yale.

Toledo Jobbers in Larger Quarters.

The Union Supply Co., the Toledo (O.) jobbing house, has removed to 231-233 Superior street. The new place provides a much needed increase of room.

KOKOMO PRODUCING MOTORCYCLES

New Machine Marked by Light Weight and Unusual Accessibility—Some Other of Its Features.

Last week there made its initial appearance on the streets of Kokomo, Ind., a new motorcycle, the first product of the Kokomo Motorcycle Co., one of the city's new industries, and by reason of the original and distinctive features which it possesses, the new creation caused something of a furore in the pretty little Hoosier community. Designed by Norman Gilman, an expert gasolene engine man, the machine is the prototype in improved form of the original homemade model of its builder, which embodied such appealing and seemingly desirable features that a company was formed to manufacture it. Among the several good features claimed to be embodied in the make-up of the newcomer are its light weight—it is said to be at least 50 pounds lighter than anything in its class—its remarkably silent qualities and the accessibility and interchangeability of its parts.

Of the single cylinder type, the engine is rated at 3½ horsepower, all valves being mechanically actuated and positive lubrication is employed, all moving parts working in oil bath. Ignition is furnished by a Herz magneto which is driven by enclosed gears. For supplying mixture faith is placed in a home product, a Planhard carburetter being used, and in this connection the machine is unique, in that a majority of its components, including the castings, carburetter, tires and other fittings, are made in Kokomo.

The drive is through a rubber V belt, of Shamrock-Gloria make. In the front fork is found another exponent of the leaf suspension type, and shock absorbers are fitted to reduce the jarring produced by rough roads. The control is by double grips, motion being transmitted through Bowden cables. In behalf of the claims for accessibility, it is said that the engine can be released from the frame in two minutes, which certainly is a desirable attribute, in which many machines are sadly lacking. Production in quantities will begin at once, a plant having been fitted up for manufacturing purposes.

Expensive Effect of High Power.

"I sold a motorcycle the other day that must come pretty close to holding the record for expensiveness," remarked J. C. Foley, the Jerome avenue, New York, dealer, one day this week. "It cost the owner more than $2.75 for every mile he rode it; and he wasn't in a smash-up, either. He rode it exactly 27 miles. He had never ridden one before and once was enough for him. It was a powerful twin, and that one ride scared him stiff. He couldn't hold it down, and the speed was too much for him. He paid $275 for the machine, and then I sold it for him for $200. Paying $75 for one ride of 27 miles is what you might call tall traveling."

And then Foley in his quiet way remarked the folly of turning loose a green man with a big machine.

"It doesn't do any of us any good," he observed, "and while there are men who will insist on having big 7 horsepower twins and we have to sell them, I really hate to see them turned loose on the roads. They have more power than they ever will need for legitimate purposes and I've heard men from more than one factory express regret that stress of competition has forced them to make and market the big fellows."

Foley reports a greater demand for second-hand single cylinder motorcycles than he has been able to meet.

"Good ones, I mean," he particularized.

He figures that the scarcity of 1909 singles is largely due to the great number of twins that were sold last year, which latter are quite numerous, owing to owners going to powerful mounts.

Why Leaf Spring Forks Need Lubrication.

Because of their greater frictional contact surface, spring forks of the leaf type require more frequent and copious lubrication than their brethren of the plunger family. Spring leaves when dry, generate squeaks which not only are disagreeable to hear, but also make the machine less comfortable to ride, as well as giving the impression that it is falling into mechanical decline. This condition is brought about by dampness and moisture finding its way between the leaves, which in time become rusted and do not slide freely over each other. The remedy, of course, is to introduce lubricant between the leaves, and the best way to go about this is to first suspend the front end of the machine by a rope passed under the truss tubes or around the handle bars so that the weight is taken off the fork. Flake graphite is about the best lubricant to use and a good way to introduce it is to mix it with thin oil or kerosene and float it in between the leaves, first spreading them with an old table knife or a sharp edged screw driver.

Care in Using Carbon Cleaning Fluids.

Patented carbon removing compounds which contain unknown and more or less powerful ingredients are all very well in their way, but users of them, if they value the appearance of their machines will take pains to avoid spilling any of the mixture on the finish of a motorcycle. While the ingredients are claimed by the makers to be harmless to the metal of the interior of the engine, they are deadly enemies of painted or varnished surfaces and a motorist who is so unfortunate as to spill any of the compound on the outside of his machine will undergo the agony of seeing the acids eat the finish before his very eyes, leaving a hideous scar to constantly remind him of his carelessness.

HERE'S ANOTHER CYCLE AEROPLANE

Inventors Disclose the "Aero-Cycle" and Guarantee Flights of Six Miles—Is Propelled by Pedals.

The pedal-propelled aeroplane has "arrived" once more, and so confident are its latest inventors that they guarantee to refund any purchar's money should the machine not remain in the air for six miles flights or over. It differs in many respects from the pedal driven Druiff-Neate machine, illustrated and described in the Bicycling World several weeks ago.

The Comet aero-cycle, as the new arrival is styled, made its appearance at the aero and motor boat exhibition of Motoring and Aviation, Ltd. The contrivance consists of a racing bicycle surmounted by planes of the monoplane type, the planes being 23 feet in diameter from tip to tip; each is 5 feet in width and narrows to 2⅔ feet at the extremities. The total sustaining area is 99 square feet, and the weight of the machine with the aviator mounted is 260 pounds, so that there is approximately 1 foot of sustaining area to every 2½ pounds weight.

The length overall is 13 feet, and at the end of the chassis are situated the elevating planes and the steering apparatus, which are worked by steel rods controlled by a ratchet and pawl. The propeller is fixed in front of the handle bars and is held by strong struts from the top tube and the head. The motive power is supplied entirely by the pedals, a chain running from the front sprocket to a cog wheel on the head, the power being transmitted to the propeller by means of bevel gearing.

Instead of laminated wood, a light metal propeller of the double type, 40 inches long, is employed. The maximum of revolutions obtainable is 960 per minute, and as the inventor claims but 777 per minute are necessary to remain in the air, it would appear there is plenty of margin.

It is claimed that the machine has made several successful flights, and, as stated, the company marketing the machines is so confident that any one can fly that it offers to refund the purchase money if a flight of six miles or more cannot be sustained. It is not likely that the machine will become instantaneously popular with the rank and file of cyclists until the price is reduced. At present the retail price is $800, and $250 extra if fitted with 5½-7 horsepower engine.

Rubber Prices Reach New Record.

All previous records for raw rubber prices again were easily broken when on Tuesday the London auction sales brought $2.76 per pound for "plantation smoked sheet" rubber and $2.59 per pound for fine Para. Indications continue to point to rubber at $3 per pound or more.

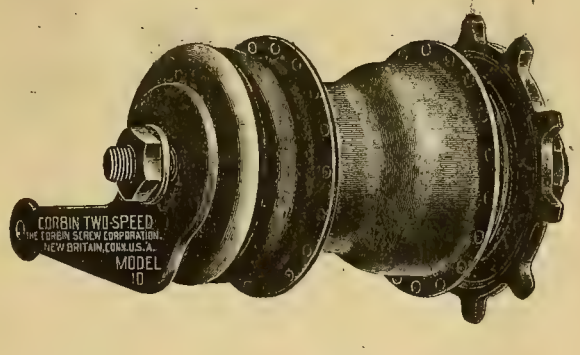
In Spring the Young Man's Fancy

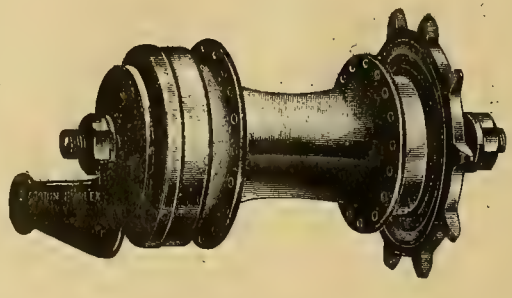
—and the old one's, too—turns to thoughts of bicycles. The fact makes lots of business for enterprising dealers who know how to make the most of their opportunities. "Get after" such men before their fancies turn to thoughts of other things. If you

"Get After" Them

with bicycles equipped with

Corbin Coaster Brakes





your chances of "landing" them will be greatly increased. There are few men who do not know the meaning of the name Corbin.

CORBIN SCREW CORPORATION

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NEW YORK, MARCH 26, 1910.

Benefits of the Letter Telegram.

If he will but appreciate the fact, remarkable facilities for rapid and certain communication are offered the bicycle and motorcycle dealer by the night letter service which the Postal and Western Union telegraph companies recently have instituted and which already has attained remarkable proportions.

At practically no advance in rates, it now is possible to dispatch a complete business letter at night with absolute certainty that it will be delivered at its destination, no matter how far distant, with the opening of business in the morning. For all practical purposes this satisfies the requirements of the ordinary business telegram, but by dispensing with the troublesome and often misleading code and substituting the precise and unmistakable language of the formal business communication, it greatly facilitates the interchange between commercial houses which is so essential. But it should be particularly useful to the retailer in assisting in carrying out his relations with manufacturers and supply houses.

One of the ways in which the system at once commends itself to the dealer is that it permits him to wait until the end of the business day before making up ihs orders, when he is able to tell his requirements exactly. The letter telegram then permits him to express himself just as he would do in an ordinary letter, but guarantees that the matter will be called to the attention of his correspondent the first thing next morning. Instead of the frequent interchange of two or more brief and unsatisfactory "wires" in the course of the day, each one being sent out on the spur of the moment and perhaps being so vague in its language as to require a return query with its telegraphed reply, the letter telegram thus represents finality in any transaction.

The wide extent to which it already has been applied by business houses in dealing with their travelers suggests its utility to the local man who, despite his success in carrying out the affairs with which he is intimately in touch, too often is lax in adopting the brisk and forceful methods of those who, through wider contact with men and affairs, are quick to see the advantages of modern facilities and modern systems of performing the routine tasks which constitute the day's work.

At this season of the year, when bicycle and motorcycle dealers are prone to send "rush orders" and "hurry-up" messages, the "night letter" service—which permits 50 words to be wired for the same price exacted for 10-words messages sent during the day—should prove of more than satisfying benefit.

Discretion in Selling Motorcycles.

If dealers seek to make permanent converts to motorcycling they will exercise some discretion and common sense in the type of machine they sell to beginners and those who have not had previous motorcycle experience to any extent. Otherwise they will create a class of ex-riders who, in relating their experiences, will prevent many a sale.

One of the prejudices which the motorcycle business encounters all the time is the impression that motorcycles are dangerous, high speed contrivances which are more or less difficult to control, and this impression is more than confirmed in the mind of a novice if his initial ride is on a powerful twin cylinder machine. It is little short of the gravest folly to sell such a mount to a man who is not experienced in motorcycles and their ways, because, instead of its being a pleasure, it will prove little short of a terror to him, and he will be brave indeed if he sticks to it until its operation no longer frightens him. The case of the man, cited elsewhere, who paid $275 for a twin and sold it for $200 after his first ride, is not an isolated one.

Even a veteran finds that he has some things to learn when he gets astride a big twin for the first time, and he needs quite a little experience with it before he can enjoy its power without unhappy apprehensions. In the hands of a novice a machine of this character is hair-raising indeed, and is calculated to make him think that motorcycling is anything but a peaceful, pleasant pastime.

Agents for motor cars long ago learned that more sales are made when "demonstration" rides show the ease of control and the quiet running of a car rather than its maximum speed, because prospective buyers who are unaccustomed to automobiles are not brought to a buying mood when the "demonstration" is of a kind that almost scares them to death. Similarly the motorcycle dealer must bear in mind that to sell a novice a powerful twin is to invite the many troubles that will follow such a rider's experiences and dissatisfaction. It is far better to sell him a machine of less power but which will give pleasure from the start and perhaps whet his appetite for a big machine later.

Mongrel Amateurism in Danger.

While in the very nature of things, the F. A. M. mongrel private owner-trade rider "amateur" classification is doomed, if its friends do not desire to kill it in its infancy, they will insist that the rules that apply be enforced. It is notorious that in the immediate vicinity of New York last fall certain private owners were using machines that did not belong to them, a protest which was lodged in one flagrant case being permitted to be withdrawn and the offense covered up. It is such common property, also, that at least two well known trade riders were receiving appearance money, that on one occasion the demand of a third rider for "some of the same" led to a wrangle on the track. Already this season the statement has been printed in Los Angeles that in one private owner's race none of the riders used their own machines, the fact being so well known that the men were hissed by the spectators. The rules covering such offenses are so clear cut and distinct that they scarcely permit of technical blinking or nullification and in the interest of fair sport they should be enforced or removed from the book, else motorcycle sport quickly will become infested with types of Tom Eck's Cliftonized "amateurs."

CORRESPONDENCE

Care of Chains and Century "Training."

Editor of the Bicycling World:

Here are a few questions I wish you would answer in your magazine: (1) How often should you graphite your chains and oil your wheels, riding about 25 miles each week? (2) How should one train for a century?

SUBSCRIBER,
New York City.

[1. To keep the chain in perfect condition it should be brushed free of dust and grit, wiped off with kerosene and touched up very lightly with graphite immediately after each run, remembering always that it is the working joints that require the most lubrication and not the surface of the links. If rides are short and frequent, this attention need not be given oftener than once in every 100 miles or so, or for very short runs, once a week; but it is essential to clean the links and sprockets each time the machine is exposed to rain or ridden over muddy roads. Two or three times each year, it will be worth while to remove the chain, soak it in kerosene to loosen and remove all grit and caked graphite or gummed oil and then "boil it" in tallow. In general, it is much better to oil "little and often" than infrequently and in large quantities.

2. The best way to "train" for a century run is to accustom yourself to a steady pace and gradually lengthen your rides until you are able to go the full distance without distress. Usually it is the last 25 miles that tax the man who has never ridden a "hundred," or who is not in good condition. Eschew a high gear, ride well within your strength, let the scorchers scorch, fight off the desire for the first drink, and do not drink too often, and a century should be comparatively easy if not all fun.]

Muffling and Back Pressure.

Editor of the Bicycling World:

I want to do something towards more completely ruffling my 1909 model 3½ horsepower R-S motor bicycle, and would thank you for any suggestions. It is not noisier than other machines I have seen, but in my county there are but three motorcycles, and one automobile, and we have all kinds of trouble with horses. It is very necessary that I do something to help the muffler out. Would a tail pipe help? If so, what size and material should I use? Would too much back pressure cause a "flare back" through the carburetter, and would there be danger of an explosion? In my muffler the exhaust is from the central tube.

J. B. J.,
Bedford City, Va.

[The simplest device for increasing the efficiency of the muffler is a tail pipe of as great length as can be handled conveniently on the machine. The end should be bent downward in a smooth curve of long radius, leaving the outlet pointing toward the ground just back of the tread of the rear wheel. If this does not have the desired effect the open end may be flatened out with a hammer until the orifice becomes a narrow slit perhaps ¼ inch in height. Should this arrangement not work satisfactorily the central opening in front may be plugged, thus forcing the entire discharge through the rear. If this fails to bring the desired result, the muffler may be dissected and the shell next the central tube removed. This enlargement of the expansion chamber with the use of the tail pipe should give proper silencing with no serious increase in back pressure. There would be small risk of a blow back through the intake pipe unless the muffler were entirely stopped up, or unless the stoppage resulted from some sudden cause. So that there is little to fear from that score. With most motorcycle carburetters there is little danger of setting fire to the gasolene in the float chamber as a result of a back fire.]

Concerning Spark Coil Construction.

Editor of the Bicycling World:

1. Has the Marathon motor bicycle been advertised as yet? I have been looking for it. The main purpose of this letter, however, is to obtain some information concerning spark coils such as are used on motorcycles. I have never had one apart, so know nothing about it. 2. What sizes of wire are used? How are they wound? How many layers or pounds of wire are employed in the windings? What size of wire is employed in the core, and what is the diameter and length of the core? Is a condenser used in all coils, and how is it constructed in so small a space? My next machine will have a magneto, but if you can answer the above questions for me I shall be greatly obliged. I have sent for your latest book, "Care and Repair of Motorcycles." But, of course, I already am familiar with large magnetos.

I am a new subscriber, but a very interested one, and am much pleased with your paper.

F. H. DUNHAM,
U. S. S. New Hampshire.

[1. The Marathon motor bicycle has not yet been advertised, but it was fully described in our issue of February 12, 1910.

2. The design of a spark coil is really almost as intricate as that of a magneto. It is carried out under the mysterious guidance of what is known to coil makers as a "formula," which is prized as a trade secret. Actually, the relative size of the wire used in the windings and in the core, as well as the total weight of wire which goes on the spool, is determined by the use to which the instrument is to be put.

A simple coil suitable for ignition purposes may be made with a core ⅝ inch in diameter filled with No. 20 wire gauge annealed iron wire and having the end pieces spaced 4⅝ inches apart. The primary winding consists of two layers of No. 16 double cotton or silk covered copper wire, amounting, roughly, to perhaps 4 ounces, while the secondary contains 8 ounces of No. 36 double covered copper wire. This may give a rough idea of the relative sizes of wire commonly used. Condensers are used on all coils now employed for ignition purposes, so far as is known. They consist merely of a number of sheets of tinfoil interleaved between one more than the same number of sheets of paraffine paper. Every other sheet of tinfoil has a little tab projecting from one corner, and the alternate sheets of foil have corresponding tabs projecting from an opposite corner. The entire condenser makes a little packet hardly bigger than a bundle of cigarette paper. The opposite tabs connecting the alternate sheets of tinfoil are connected in parallel with the primary circuit.

In constructing the coil, first the spool itself and later each layer of wire as it is put in place, is carefully insulated with one or more coats of insulating varnish uniformly applied and then allowed to season until it is thoroughly dry. Paraffine paper, or sometimes paper to which very thin sheets of mica have been glued, is wound over the spool after the primary winding has been applied next the insulation which covers the core. The secondary winding, which is the last to be applied, is protecetd in a similar way and the terminals of the two windings are brought out at opposite ends of the coil to prevent short-circuiting. After the winding is finished, the coil is varnished all over and then baked in an oven to dry out all moisture, after which it is connected up in its casing together with the condenser. The open spaces in the casing afterward are filled with melted paraffine wax, which is allowed to set before the coil is given its final test.]

COMING EVENTS

April 10, Washington, D. C.—Washington Sports Association's sealed reliability motorcycle run; open.

April 24, Valley Stream, N. Y.—Century Road Club Association's 10 miles handicap road race; open.

May 1, New York City—Courier Cycle Club's first spring century run for bicycles and motorcycles; open.

May 29-30, Newark, N. J.—New Jersey Motorcycle Club's 350 miles endurance run to Easton, Pa., and return; open.

May 30, Springfield, Mass.—Springfield Motorcycle Club's 500 miles race at Springfield Stadium; open.

May 30, Plainfield, N. J.—Plainfield Bicycle Club's 25 miles handicap road race; open, and 2 miles road race for boys.

June 5, New York City—Century Road Club Association's annual century run from Columbus Circle; open.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

LINGENFELDER BREAKS A WRIST

Gets a Bad Fall at Los Angeles; Derosier Also Spills—Amateurs Furnish the Only Fighting Finish.

Ill luck seems to pursue Jacob Derosier with a vengence. After being laid upon the shelf for many weeks for doing something or other which the judicial chairman of the Federation of American Motorcyclists' competition committee considered he shouldn't have done, Derosier made his reappearance at the 3½ laps Los Angeles board track on Sunday afternoon last, 20th inst., and finished an also ran in both the events he entered. In one race he fell and scraped a few splinters into his back, and in the other his oil supply ran short and prevented a finish.

Derosier was not the only unlucky rider at the meet, however. Lingenfelder was grievously injured as the result of a bad spill in the first race. The accident occurred in the four miles open, with Lingenfelder, Whittler and Mitchel as the starters. The race was well under way and Whittler and Lingenfelder were fighting a pretty duel when one of the latter's tires went flat. Before he could slow down Lingenfelder was hurled against the outer fence and then he and the machine rolled down the incline. When he was removed to a physician's office it was discovered that the Californian had sustained a broken wrist, lacerations of the right shoulder, blackened eyes, a deep cut on the right temple, and bruises and cuts on the chest and hips. Whittler finished alone.

Derosier's accident occurred in the eight miles race against Whittler, and it happened in the same spot where Lingenfelder came his cropper. The track was slippery and Derosier went down, but he was not badly injured and appeared later in the afternoon in what was to have been a 20 miles race between him, Whittler and Mitchel. Derosier was giving Whittler a great battle at six miles, but his oil tank became dry and he had to stop. Whittler had no trouble in keeping ahead of Mitchel, so the judges called it off at 12 miles, awarding the race to the former.

Honors among the amateurs were well distributed. The best event of the afternoon was an eight miles go between Seymour, Kittle and Ward, although the records were never in danger. Lap after lap the trio circled the track with only a few inches separating them, but the pace finally became to fast for Ward and he dropped back. This left Seymour and Kittle to fight it out in one of the closest finishes ever seen on the track. The last three laps saw the pair with scarcely a tire's width separating them. At the bell lap Kittle gained a length and Seymour appeared due for a beating. He had a little reserve speed left, however, and in the last straight he crept up and nosed Kittle out by half the width of a front wheel.

In the ten miles event Ward proved a real surprise. Ward never stopped after he started and once in the lead he ground out such a fast pace that he lapped both Kittle and Seymour. Kittle had his innings in another eight miles race, which he won from Seymour. The summaries:

Four miles open, professional—Walkover for Fred E. Whittler, Merkel. Lingenfelder fell and Mitchel failed to finish.

Eight miles, amateur—Won by Hubert Kittle, Thor; second, Raymond Seymour, R-S; third, F. Kittle. Time, 7:20.

Eight miles, professional, open—Walkover for Fred E. Whittler, Merkel. Derosier fell.

Twenty miles open, professional—Won by Fred Whittler, Merkel; second, Arthur Mitchel, Merkel. Time for 12 imles, 11:45. Derosier failed to finish.

Eight miles, amateur—Won by Raymond Seymour, R-S; second, Hubert Kittle, Thor. Time, 7:27⅘. Also ran—A. Ward, Merkel.

Ten miles amateur—Won by A. Ward, Merkel; second, Raymond Seymour, R-S; third, Hubert Kittle, Thor. Time, 9:40⅗.



TYPICAL LINE-UP AT LOS ANGELES—WHITTLER, MITCHEL, SAMUELSON, LINGENFELDER AND DEROSIER.

Scratch Man Loses at the Tape.

The Yale Cycle Club, of Newark, N. J., held its second annual 10 miles handicap road race last Sunday, 19th inst, and it provided great sport for the members. Tony Catalona, who started with a handicap of two minutes, nosed out Thomas Leonard, an honor-marker, at the tape. The route was to Elizabeth and return, via Frelinghuysen avenue, the finish being at the headquarters of the club at Thomas street and Railroad avenue. Catalona's time was 1 hour 4 minutes. The feature of the race was the sprint at the finish between Edward Leonard and Edward Reilly, the former winning out by only a few inches. The first three finishers wil receive gold, silver and bronze medals. The order of finish was: First, Tony Catalona; second, Thomas Leonard; third, Edward Jennings; fourth, Peter Keeney; fifth, Terry Kruse; sixth, Edward Leonard; seventh, Edward Reilly; eighth, Nicholas Solodo; ninth, Charles Solodo; tenth, Peter Duva, and, eleventh, Edward Nowark.

Wilmington's Interest is Reviving.

The revival of interest in cycling has made itself felt in Wilmington, Del., for many years dead, in a sporting sense of the term. It is announced that the American Athletic Club of that city is formulating plans to hold a big bicycle road race from Wilmington to Dover and return next month.

POOR DAY FOR "MAC" AND BUTLER

Both Americans Meet Defeat in Paris—World's Records Fall in the Process—Butler Wins Heat.

Floyd A. Macfarland and Nat H. Butler—the two oldest American riders at present earning their living upon the track—both were defeated at the Velodrome d'Hiver, Paris, Sunday, 13th inst., but in neither case was defeat a disgrace. Macfarland made his season's debut in a 50 kilometers tandem paced race against Brocco and Berthet, acknowledged to be the best performers in the world at that style of riding, and the pace was so fast that the world's records went by the boards. In Butler's motor paced race against Huybrechts, the young Belgian, the two heats were made at short distances, entirely to Huybrechts's liking, if not satisfactory to the veteran American. Butler is a slow starter and prefers a long race, while Huybrechts is exactly the reverse. Although the victory went to Huybrechts, the addition of time in the two heats giving him the race by 5 seconds, the honors were about even, as the Belgian scored the first heat and the American came off victorious in the second.

The 50 kilometers tandem-paced race between Brocco, of Italy; Berthet, of France, and Macfarland, of America, was exciting. Brocco made a quick start and was so determined to kill off his opponents that he covered the first 5 kilometers in 5:44⅗, breaking the old record by 5⅖ seconds. His time for 10 kilometers was 11:33⅘, as against his own previous record of 11:42⅕. Brocco still led at 15 kilometers in 17:39⅘, the old record being 17:50⅕. At 20 kilometers, covered in 23:41⅘ (old record 24:08⅕) Brocco led Berthet by one-half lap, while Macfarland had lost 6 laps. The half distance—25 kilometers—was reached in 29:46, breaking the record, with Brocco leading Berthet by only 5 yards.

An exciting duel between Berthet and Brocco marked the next 5 kilometers, at the end of which the Frenchman succeeded in passing his Italian opponent, and led him by 5 yards at 30 kilometers, the time being 35:56⅘, nearly a minute better than the previous record. Another fight between Brocco and Berthet brought the spectators to their feet in the succeeding 5 kilometers, and it resulted in the Italian regaining his advantage, and leading his rival by 5 yards at 35 kilometers. Time, 42:24. Macfarland was then 7 laps to the bad. Brocco led at 40 kilometers in 48:24⅖, and also at 45 kilometers in 55:09, these times being new records for the distances. At the latter distance Berthet had dropped back a half lap, while Macfarland had gained two laps, making him still 5 laps behind the leader. Brocco finished up the 50 kilometers in 1:01:10, which is 40⅘ seconds better than the record which it replaced. Brocco was 300 yards behind and Macfarland 5 laps.

The fourth annual Prix Jules Dubois, which was contested by Butler and Huybrechts, was run in two heats, at 15 and 25 kilometers, respectively, the result being determined by the addition of time. The first heat was not as interesting as the second. Huybrechts, as was to be expected, made a quicker start and led all the way, winning by a half lap in 13:02⅕, which broke the local record; Butler's time was 13:14⅘. The second heat, at 25 kilometers, was exciting. Huybrechts again got away in the lead and several times Butler attempted to pass, but was not successful. With only 5 kilometers to go the American made a final effort and he rode so hard that the Belgian was shaken from his pacing machine. At that instant Butler swept past and won by a half lap in 21:44⅘, which also broke the record for the track. Huybrechts's time was 21:52⅕. Butler's addition of time for the two heats was 34:59⅖, and Huybrechts's 34:54⅖.

Vanden Dries Again an Armory Winner.

William Vanden Dries, the crack flat floor rider of the 22d Regiment A. A., and the New York Athletic Club, seems to be well nigh invincible on the armory tracks. His latest victory was accomplished at the 13th Coast Artillery games at their armory in Brooklyn last Saturday night, 20th inst., Vanden Dries started from scratch in the three miles open handicap and won after a pretty sprint against Hugh R. Brown, of the 23d Regiment, who shared the honor mark with Vanden Dries. Walter Raleigh, an Irvington-Millburn winner, finished third from 50 yards. Time, 7:22⅘. The one mile closed race for members of the artillery resulted in a win for C. A. Mohrman with 50 yards, W. Scheyner, from the same mark, scoring second. The third rider across the tape was F. G. Bennett, whose handicap allotment was 100 yards. Time, 2:27.

Klason Captures Chicago's Rink Race.

George Klason, riding with a handicap of 170 yards, won the 5 miles bicycle race at the Riverview rink, Chicago, Sunday afternoon last, 20th inst., defeating August Samlow, 130 yards, by a narrow margin. Howard Bigelow, also on 130 yards, was third. Mesigal and Peterson occupied the honor marks, but they seemed intent upon battling against each other instead of trying to pass the long markers. Exhibition one mile heats on motorcycles were given by Frank Fortman and George Schmidt. The consolation bicycle race was taken by Nick Kockler.

Evansville Has a Motorcycle Club.

Motorcyclists of Evansville, Ind., at a meeting held at Korb & Stewart's cycle store last week, organized the Evansville Motorcycle Club, with the following officers: Michael Schaeffer, president; Fred Kieckle, vice-president; Arthur Fellwock, secretary and treasurer; Edward Loutz, captain; Herb White, first lieutenant.

CLEAN SWEEP AT SCOTTISH CLIMB

Riding a Motorcycle of American Make Alexander Wins Twin Free-for-all and the Mixed Class.

As there were only twin cylinder Indian motorcycles in the annual spring hill climb of the Glasgow Motorcycle Club, held at Peesweep hill, near Glasgow, Scotland, on March 12th, and only two classes in which they could compete, it follows that riders of the American machine could win only two of the three events carded, the other class being for single cylinder motorcycles. J. R. Alexander, a private owner, riding a 5 horsepower Indian, was the man who made the clean-up, winning both the twin cylinder free-for-all and the mixed class.

The roads and weather were excellent and fast time was made on the hill, despite the presence of several hairpin curves. The average speed maintained was about 45 miles per hour. Each contestant was sent up the hill three times, the two fastest times to count, the award being based upon a "figure of merit," though how the result was figured is not stated.

Alexander on his Indian made a clean sweep in the twin cylinder class, with a total of 529 points. A. M'Duff, on a 6 horsepower J. A. P., was second with 511 points, and D. Hunter, Matchless, third, with 505 points. Two other Indian riders—D. S. Baddelly and W. Deans—also were entered and finished fourth and fifth, with 456 and 407 points, respectively. Baxter and Knight, both riding Rex twins, were sixth and seventh.

In Class 3, which was open to singles up to 500 cubic centimetres and twins up to 750 cubic centimetres, Alexander again made the fastest time and established a record for the course. The second best time, made by M'Duff, was 9⅘ seconds slower than Alexander's, while Baddely finished third, though 12⅗ seconds slower than Alexander. All the Indian riders were in the private owners' class.

In the single cylinder class A. G. Bostock, riding a 3½ horsepower Bat, scored 574 points, against A. H. Alexander's 525 points. The latter rode a 3½ horsepower Rex. The other contestants scored less than 400 points.

Long Islanders Announce Open Handicap.

The first open handicap road race of the season has been announced by the Long Island division, Century Road Club Association. It will take place on Sunday afternoon, April 24th, the distance being 10 miles. The race will start and finish at West's hotel, Valley Stream, Long Island. There will be 15 place prizes, headed by a gold watch, and three time prizes. Entries close April 19th, with Emil Greenbaum, 1745 Broadway, Brooklyn.

EFFECT OF THE EASTER LILIES

It Causes an Attack of Bermudian Fever—The Many Attractions Bermuda Holds for the Cycling Tourist

"Oh, there's no use in denying it; I've got it bad."

"What, spring fever?" queried an anxious friend.

"It's worse than spring fever," replied the first cyclist. "I call it the Bermudian fever. Ever since the first shipload of Easter lilies arrived this week, I have had a hankering to be in Bermuda, which justly is called the 'cyclists' paradise,'"

And, indeed, no one, and most especially a cyclist, could be blamed for wanting to be in Bermuda at this time of the year, despite the fact that it is 700 miles from anywhere, with the roughest seas of the Atlantic tossing between. For now is the season of beauty in these lone garden islands of the Atlantic. Now is the bloom of the oleander, the petaled purity of the lily, the odor of all that grows in beauty under the hand of man. The burgeon is sweet enough. There are roses always, and violets, and daffodils, and, to the confusion of the Northern botanist, goldenrod and other unseasonable things, which should not be, but are. The beautiful hibiscus confronts you at every hand, and the purple bougainvillea; there is the small, delicate lantana, the waxy sea lavender and the yellow sea daisy, and, if you are fortunate, you may see a century plant in bloom, for there is not a yard in all Bermuda but is adorned by one or more century plants. And, it might be added, that as Bermuda has three seasons, it is said that century plants bloom every 33 years.

The bicyclist is in his element in Bermuda—that is, the potterer, for it is no place for the scorcher. There are hundreds of miles of roads, smooth as floors but not so level. No matter which way you turn your head—north, east, west, south—a picture gallery always is impressed upon the retina. It is beautiful! The islands—365 in number, if one counts the lone rocks on the shore, as do the natives—are a succession of little hills, green carpeted, with the white roofs of quaint houses everywhere; the waters are every color that sky and purity and white sand can make them. The green turns blue, the blue to palest aqua marine, or intensest sapphire, until a cloud turns it to neutral or a sunbeam back to green again. There are hints of the Mediterranean often, but the comparison does not hold for a minute. The variety is something that the Mediterranean could never know. It is Bermudian; it is itself alone.

Even if it cannot be forgotten for any length of time, it at least can be ignored. For there are the so-called middle roads, where one will not catch a glimpse of the ocean for miles. Great arching trees, past strange flowers and gorgeous vines, and around tropical gardens wherein grow all things that the epicure delights in. The cedar is always with you, its gray-green contrasting with the deeper shades around it, but dominating all. The calabash, the rubber tree, and perhaps a mahogany tree, will thrive with a little soil, but the cedar with none. It seems to grow right out of the solid walls of coral.

There are so many things to be seen in Bermuda that to enumerate would be folly. There are the wide, shady streets of Hamilton, the chief city; and St. Georges, the second largest city, which in America would be designated a village. The latter place abounds in quaint, old stone houses, and narrow streets that can be touched with the hands by standing in the middle and reaching out to either side.

The Crystal Cave—a subterranean lake of green and glassy depths—at Bailey's Bay, is another sight that will claim the attention of the visitor. This underground lake is surrounded and overhung with glittering stalactites of crystal whiteness, there is a range of shrines, and a crystal white peninsula 50 feet long. Then there is the old Devonshire church and graveyard out beyond Flatts Village, the rocks at Spanish Point, the picturesque village of Somerset, and the garrisons at Boaz Island, St.



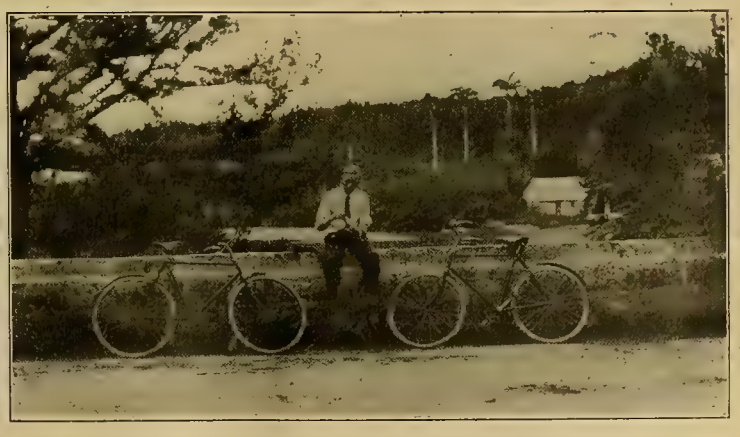
GREAT ARCHING TREES AND GORGEOUS VINES



A BIT OF THE "CYCLISTS' PARADISE"



MIRRORED IN THE AZURE BLUE OCEAN



RESTING ON THE WAYSIDE FENCE

Georges and Hamilton, to say nothing of the Gibbs Hill lighthouse, from which elevation of 362 feet an entrancing view of the entire harbor may be had. Then there are the sea gardens, into which you look from glass bottom boats, and the aquarium with its thousands of many-colored fishes.

There is no healthier spot than Bermuda. The water comes from the sky, collected from the lime-washed roofs or from wide platforms erected on the hillsides to catch the flow, and there can be no purer supply. The air is drier than is found elsewhere at sea, and the temperature is even and the atmosphere invigorating. There is beauty, quaintness and a certain majesty as well, and it is far away from business, from nervous worry and the worn and weary world.

Stirring up the Italian Americans.

From the way the entries are coming in the 50 miles road race for Italian riders in America, to be held on May 15th, will be one of the notable events of the season, despite the fact that it is limited to Italian riders only. The fact that it will be a scratch race insures a close finish both at 25 miles and 50 miles, as a gold watch has been offered to the leader at 25 miles. The start and finish will be at West's Hotel, Valley Stream, the course going 12½ miles east on the Merrick road. Besides the extra prize for the leader at 25 miles, 15 medals and 2 cups will be awarded. It was stated this week that more than 30 entries already have been received, the first coming from Orlando Giuseppi, who won the great Marathon handicap on Long Island last June. Application for a sanction has been made to the National Cycling Association, as an attempt will be made to break both the 25 and 50 miles road records, at present held by William F. Blum and Richard Nelson, respectively, in 1:03:10 and 2:21:18.

Cycling Sport in the West Indies.

Although not much is heard of the sport in New York, bicycle racing is one of the most popular sports in the West Indies, and particularly in Jamaica. The annual Jamaican championships are due on Monday next, 28th inst., and a big inter-colonial meet will take place on May 14 and 16. This latter meeting will be the most important ever held in Jamaica, or in fact, any of the West Indian islands. A gold cup, valued at $500, besides individual prizes, is to be competed for between the different islands. The first inter-colonial meeting for the gold prize occurred last May in Trinidad, when representatives from Jamaica, Trinidad, Barbadoes and British Guiana competed. Jamaica won the championship fairly easily and so the next meeting will be held there, as it is one of the conditions that the winning colony should defend the cup at home.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

TWO MEETS IN DENVER ON SAME DAY

Rival Track Owners Bid for Motorcyclists and Honors are Easy—Bicyclists Also in Evidence.

Although it might be supposed that two motorcycle race meets in one day in a city the size of Denver, Col., would be just one too many, such apparently was not the case on Sunday last, 20th inst., when one meet was held at the Broadway park and the other at the Tuilleries track. From all accounts both meets were well patronized.

The principal event at the Tuilleries track was a 5 miles open which was well contested throughout. Joe Walter, riding a Merkel, finished first in 5:42⅖, with George Good a close second, and D. C. Warren third. In the five miles for single cylinder stock machines, Warren, riding a Harley-Davidson, won easily, his time being 7 minutes 1 second. Bowen was second and Radach third.

Walters apparently found time to compete at both meets for he also lined up in the five miles free-for-all held at the Broadway park, along with Armstrong, Allbright and Boyd. Walters, however, suffered a mishap while rounding one of the curves and was forced to withdraw. Boyd and Armstrong, both of whom rode Indians, finished first and second, respectively, with Allbright in third position. In the five miles for single stock machines Boyd scored another victory, with Allbright as runner-up. Armstrong captured the five miles scramble for stock twins and also won a three-cornered pursuit against Cassidy and Allbright.

The bicycle races, as usual, were interesting and consisted of a five miles unpaced and a motor paced event at the same distance. The former went to Ed Williams after a pretty sprint against Bert Bergman, M. Fredericks, paced by Armstrong, finished in front of W. H. Watson, in the other race. The summaries:

Tuilleries Track.

Five miles free-for-all—Won by Joe Walters; second, George Good; third, D. C. Warren. Time, 5:42⅖.

Five miles, single cylinder stock machines—Won by D. C. Warren; second, Bowen; third, Radach. Time, 7:01.

Broadway Park.

Five miles bicycle, unpaced—Won by Ed. Williams; second, Bert Bergen; third, James Trainor. Also ran—Lester Day and Robert Barclay.

Five miles, stock singles—Won by Glen Boyd; second, John Allbright; third, Dan Cassidy. Also ran—Clinton Gilfillen, Earl Armstrong and C. A. Beatty.

Five miles, stock multi-cylinder machines—Won by Earl Armstrong; second, Dan Cassidy; third, John Allbright. Time, 7:08.

Five miles bicycle, motor paced—Won by M. Fredericks; second, W. H. Watson; third, J. E. Moberly; fourth, R. H. Lee. Time not stated.

Unlimited pursuit—Won by Earl Armstrong; second, John Allbright; third, Dan Cassidy.

Five miles free-for-all—Won by Glen Boyd; second, Earl Armstrong; third, John Allbright. Time, 6:58. Also ran—Joe Walters.

How First Trial Will be Conducted.

Sunday, April 3, will usher in the competitive season for metropolitan motorcyclists, that being the date for the first of the Quarterly Trials, promoted by the New York Motorcycle Club.

The course will be from New York City to Poughkeepsie and return, a distance of 150 miles. Two classes are provided for—single and multi-cylinder machines—and gold medals will be awarded to all who make perfect scores, each competitor being given an initial credit of 1,000 points, from which penalizations are deducted.

Upon leaving New York the competitors will be checked at Tarrytown, Peekskill and Poughkeepsie, the reverse order being followed upon the return journey. At intermediate points the officials will stop each competitor, and points will be deducted for failure to ascend the hills without pedaling. Riders of single cylinder machines will be penalized 10 points for failure to climb the hill without pedaling, while the same offense in the multi-cylinder class will result in a deduction of 25 points, with an additional penalization of 50 points for dismounting.

The schedule calls for an average speed of 15 miles an hour from New York to Tarrytown, and thereafter 19 miles an hour until reaching Poughkeepsie and back to Tarrytown, when the 15 miles an hour schedule will govern back to New York City. For every minute late or in advance of the schedule at controls will result in a deduction of 2 points, while 30 minutes in advance will mean disqualification.

In addition to the regular awards of gold medals, a special prize will be awarded to teams composed of four riders using the same make of motorcycles. The total combined score for the four riders will determine the award.

Empire Citys Ready for Cork-Pulling.

The Empire City Wheelmen, the progressive Brooklyn organization, will on Sunday, April 3d, hold a novice handicap for members of the club. The distance will be 10 miles, and gold, silver and bronze medals will be awarded to the winners. The club has evolved a new starting method for its regular weekly scorches, which it is pleased to designate "corkpulling" races. Hereafter the Brooklyn riders will be started in three squads, at intervals of 5 minutes, and the winner of the squad making the fastest time will be hailed as the "stopper" for the remainder of the week.

"INVASION" OF CANADA'S PROVINCES

Maine Mud Impeded It and King's Officials Helped Make It Memorable, but There was Fun Aplenty.

Of course, when men go touring on motorcycles, a few things are likely to happen. It follows that experiences fell to our lot. "Our" means five of us, all from the Pine Tree State, and our tour was a jaunt of some 1,350 miles through the state of Maine and across the border and into Nova Scotia, and other Eastern Canada provinces. Talk about hard experiences—and mud! Well, I'll just say right here, that of all the muddy roads I ever saw in my life, the one from Lincoln, Me., to Houlton, Me., a distance of some 75 miles, is the czar-emperor-king all in one.

What the road looks like when it is dry I don't know; all I know is that we struck it after a long continued rainstorm—and not only struck it, but stuck in it, too.

Beginning almost at the beginning, the harrowing tale reads thus:

After being laid up for a day and a half on account of a heavy rainstorm, my four friends and I struck a fine piece of road; at least some one told us it was a fine road in ordinary weather! I mentioned my friends striking it first, because they were in the lead and I, carrying a 35-pound repair kit, trailed about half a mile in the rear. That mud was of the richest kind, and our mufflers liked it so much that they stuck to it, dragged it along, stuffed themselves full of it and assimilated it. It got between the forks, around spokes and hubs, so that we had to scrape it out every little while in order to be able to turn the wheels at all. One of our number, Dr. Viles, descended from his saddle, permitting the obliging mud to hold the swaying machine upright. How we ever managed to get along I hardly know, suffice it to say we somehow or other crawled along all through the afternoon; in order not to make us forget the mud, an obliging baby thunderstorm came along every ten miles or so and kept us thoroughly wetted down.

Twilight was falling and the mists of the evening were hanging over the low meadows, when we came to a small, insignificant, creaky, wooden bridge. Either my mount didn't like bridges, or the mud had made it "cranky"; anyway, I took a quick tumble and bent my right crank so that it would not revolve.

After picking myself out of the soft and deliciously dirty road covering, I examined my arms, hands and feet, and, thanks to this same soft mud, found them "all there." Then I tried to mount my "trusty steed," but—say, have you ever tried to vault into the saddle or make a pedal mount while on a wet, slippery dirt road. If you have, you can guess the result of my effort. If you never have tried anything of the sort, you still have something to learn. The machine slipped from under me. I grabbed my eight inch wrench and tried to bend the crank back into its proper shape and tried another flying leap. The next instant I again sat flat on the mud, or rather in the mud, and the net result of this tumble was the bending of the left crank worse than the right.

So there I was—16 miles from nowhere, with a useless motorcycle on my hands, clothing dirty, face smeared with 'steen different kinds of mud, in a drizzling rain and beautifully sweet temper. Oh, my temper was so sweet then, that I could have punched the first man saying "good evening" to me. I made one final, grandstand jump and this time landed in the ditch alongside of the road, just beyond the bridge, machine, pack and all.

That settled my attempts at riding, for that eveninug at least. Leaving the machine in its self-chosen resting place, I struck out afoot, and actually managed to find a farm house about a mile further on, where I secured a team, and leaving instructions to the farmer to get my machine, I set out after my companions.

It wasn't long before we found one of them, standing by the roadside, contemplating his machine, which was up to the hubs in the mud; we took him aboard the rig, and proceeded on our way. A little further on we came upon the rest of the mud plowers, standing ankle deep in the soft ooze. They all piled into the rig, and after some hard pulling on the part of the horses we at last got into Houlton. Here we had a bath, clean clothes, and something to eat, and later on a good long sleep.

Next morning we hired a jigger and went back and fetched our machines. We had to dig them out of the mud with shovels! Oh, yes, they were a tough looking lot. The four Indians were bad enough, but the one foreign machine was absolutely unable to proceed on the journey, so we lost one of our best members. After putting the machines in order, the four of us secured our papers at the Customs House and were ready to cross into Canada, when down came the rain again. So instead of again playing martyrs of sport, we took the train for a 40 miles ride to Fredicton, N. B. That train ride lingers in our memory as one of the experiences of the tour.

The C. P. R. R. is a fine line to ride on; we had all the comforts of home! There were only four transfers in the short run of 40 miles before we got to Fredicton, and at each of these transfer points we had to "run the gauntlet," so to speak. At the first junction a new officer met us and looked over our papers. Then he admitted he was new in the business, and knew nothing about the regulations concerning motorcycles; he advised us to go along to the next station where an old officer would look us over. When we got back to the train we found our machines already transferred, and the baggage master yelling at us, to jump aboard. So aboard we jumped, and had no sooner gotten into the car, then the baggage master passed around the apples and cigars.

We had a jolly time to the next station, where we transferred again, but before we took out our machines, the baggage master called across the station to the other baggage man to "come over;" he introduced us and told us to go with him to the customs officer and he would transfer our machines. This we thought was the limit, but it wasn't! The officer was beyond the limit, though!

The first thing this official of the Canadian government asked us was:

"Where did you fellows deposit?"



DIGGING THE MUD OUT OF THE WHEELS.



AT THE FAMOUS BEAR CREEK TRESTLE.

We told him we had made no deposit at all.

"How did you get here?"

"We came on the train," we answered.

"Well, you can't go any further until you have made the required deposit."

We offered him a check, but he didn't want it; he wanted cash. Of course, cash was exactly what we didn't want to give, for we couldn't spare any of our funds. We certainly were "up against it," good and hard. Then we started to argue with him, but F. A. M. buttons and Elk pins served no purpose. Finally we told him we would have to board with him if he did not let us go, and just then a train man came in saying the train was about to start. We started to tell him how much we liked the place, and that we had decided to stop over a few days, when the officer got nervous and called us into his private office.

"See here, boys," he said; "you are the queerest lot I've run against in a long while, and I'm going to take a chance and let you go on a special permit."

We thanked him, and told him he was a good sport and ought to have a motorcycle. He remarked that he probably would buy one if he thought it would give him the "nerve" we had!

After shaking hands with him, and as we boarded our train, the engineer stuck his head into the side door and said:

"One of you fellows want to ride in the cab?"

One did so, and he enjoyed the ride, too.

We had just made our last transfer, when the conductor played a little joke on us. He opened the door with a rush and yelled:

"Hey, you fellows, are you looking for trouble?"

When we assured him we had had quite enough to last us for some time, he smiled and grunted:

"Well, if you are, you can't find it around here."

He then asked us where we were heading and where we were going to stop, and after finding out we were strangers in the Provinces, he introduced us to Mr. Barker, proprietor of the Barker House, Fredicton, N. B., who proved one of the "right sort." When we reached Fredicton, Mr. Barker invited us into his hack and drove us to his hotel. Arriving there we were given the best rooms in the house, and regaled with certain liquid distillations, that are forbidden in Maine.

Meantime our tan worsted riding suits had been cleaned and pressed, and we made quite a presentable appearance when we went out in the evening to supper, as the hotel dining room was closed. Someone must have seen us then and notified the authorities of our presence, for when we got up in the morning we found a messenger waiting. We were wanted immediately at the Custom House.

Over we went, and I tell you that customs officer didn't look good to us at all. He scrutinized us as if we had committed a crime, and the longer he looked the worse we seemed to get along. Finally he went over to another officer and started a long whispered conversation. Then the two of them came back, and the older officer asked us in voice, as from the grave:

"Boys, we want to know how you got past the customs officers without paying a deposit."

We told him that we were a bit shy on the coin of the realm, and as no one seemed to want to board us, they let us go. Dr. Viles, one of our party, then remarked that "one look at our faces would convince any sane man that we didn't know enough to do anything crooked."

The old officer looked at us and smiled; but he said that the one thing that looked suspicious to him, were our clothes. He couldn't understand how we could have come through the rainstorms of the previous days and look as if we had just emerged from a tailor shop. But we soon convinced him that in order to ride a motorcycle one does not have to dress like a tramp, and that the days of leather and khaki clothes were past, for us at least.

Well, at last we emerged from the Customs House, but not before we had received an invitation to dine with the old gentleman; that shows how nicely we were getting along, and further illustrates the hospitality of the people. He enjoyed our yarns so much that he declared with some emphasis, that if he were younger he would have one of the "darn" things himself.

That afternoon we started on our long ride down the St. Johns river, and a fine ride it was. Picturesque scenery abounded everywhere. The long trestle over Bear creek which we passed in the early part of our trip will always remain in our memory as a fine example of modern engineering, while all along the roads there are pretty cottages, farm houses and splendid little hostelries, making the country ideal for touring. We had lots of funny experiences on our way down, and particularly through Nova Scotia, and enjoyed it so much that some members of our club are planning to go over a portion of the route this summer. But they hope to escape "running the gauntlet."

F. C. DOW, Skowhegan, Me.



SEEING THE TOWN IN A HOTEL JIGGER.



A STOPPING PLACE ON THE ST. JOHNS RIVER.

Where Cyclists are Well Cared For.

Hanover's municipal park, an extensive piece of woodland that has been acquired for the benefit and enjoyment of the citizens, contains a number of fine roads reserved exclusively for cyclists, while automobilists are barred from entering the park at all. A striking feature of the new town hall, too, is a special room for storing bicycles, it being possible to accommodate several hundred at one time. Altogether bicyclists are very well cared for in this German city, where nearly every one, of both sexes, may be seen awheel.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

MOVING PARTS AND FLEXIBILITY

Wherein Friction and Engine Balance are Essential Points to be Considered—Importance of Lubrication.

It may appear to be an odd notion that any considerations relating merely to the design of the moving parts of a gas engine could in any way bear upon the question of its flexibility. Yet such is the case as a few minutes reflection will show. If it be desired to render the motorcycle engine more flexible therefore, it is evident that the moving parts, that is to say, the piston, connecting rod, crank shaft and valve gear, should be studied with especial care.

There can be no question about the desirability of a flexible engine for motorcycle use; experience teaches that while it is relatively simple to design and build a motor powerful enough to propel a machine as fast as it is reasonable and proper to go, it is by no means as easy to construct one which can be run at reduced speeds without losing its pulling powers, performing spasmodically or breaking down altogether. By performing an imaginary dissection of the engine it has been shown that the first essential to flexibility is a carburetter which will deliver a combustible mixture of perfectly uniform quality at all times and under all sorts of running conditions.

A second essential is that the design of the valves and ports, the relation between the bore and stroke, the timing of the valves and ignition and the method of regulating the flow of gas to the cylinder be such as to permit the maximum of power to be developed from the explosions whether the engine be running at high or low speeds. Obviously the way in which the power thus created is converted into rotary motion must be an important consideration at any speed, and a close study of carburation and cylinder design leads to the conclusion that there may be some relations existing between the moving parts which are noteworthy from the point of view of flexibility.

The ideal engine would be so constructed that there would be absolutely no discoverable differences between the relations of all its parts when at rest, or running at high speed or low speed. But such is not always the case. Take a plain shaft running in bearings of the simplest type. Superficially it would appear that no differences would attend its running at 100, 500, or 1,000 revolutions per minute. Actually, however, two subtle causes may serve to alter its performance very noticeably. In the first place, whatever tendency there may be for the weight of the shaft to crowd the oil out of the bearings when it is turning very slowly, obviously must be increased when the rate of revolution is raised. Again, supposing the bearings to be slightly out of line, supposing the shaft to be bent, or suppose that, due to the cutting of a long keyway on one side, its weight is not perfectly uniform as measured from the center about which it rotates; it is evident that a tendency for it to "wobble" must exist. As the speed increases, this wobbling becomes the cause of vibration, which increases roughly with the increase in speed.

These two difficulties, the difficulty of securing ample and uniform lubrication and the difficulty of securing absolutely correct balance exist in all moving mechanisms. However slight they may be, their effects become more pronounced as speed increases. In technical terminology, the underlying obstacles are known as "friction" and "inertia." Friction depends on the pressure between the rubbing surfaces and on the nature of the surfaces themselves. Inertia is an expression for the reluctance of all matter to be disturbed; it is responsible for the resistance which any body opposes to being put in motion or to having its speed increased and it also is responsible for the momentum which makes it necessary to apply force in order to check a moving body and bring it to rest.

Morgan & Wright Motorcycle Tires

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

MORGAN & WRIGHT
DETROIT

Without delving too deeply into the general principles of lubrication, which are pretty well understood, it is sufficient to indicate that from the standpoint of flexibility the mere assurance of an ample supply of oil at high speeds is not all that is required. A splash system which may work efficiently at high speed may fail to feed sufficient oil to the upper part of the cylinder and to the wrist pin when the speed is reduced. Similarly a force feed system which automatically varies the supply of oil in proportion to the speed, may fail of its purpose at low speeds, despite its theoretical correctness, owing to pump leakage which may cut down its delivery when the speed is reduced, even though at high speed it is sufficient for all practical requirements.

It is hardly necessary to do more than suggest in this way that the actual rate of feeding the oil may be so poorly regulated as to throw out the correct adjustment at certain speeds below the maximum, although at high speed the engine will run without suffering. Of course it also is true that where gravity or hand feed is resorted to, over-lubrication is apt to result at low speeds; but this is largely a matter of skill on the part of the rider and hence need not concern the designer save as an indication of the desirability of rendering the motor as nearly automatic in action at all speeds as it is possible to make it.

Similarly it is true that the resistance of a piston in a gummy cylinder being approximately the same at all speeds must be of relatively greater effect at low than at high speeds. Which is to say that the method of lubrication should be such as to supply not only an adequate quantity of oil at high and low speeds, but to provide for a constant renewal of the supply, so that no oil is permitted to cling to any of the bearing surfaces and thicken or gum. To secure this it is necessary that a suitable grade of oil be employed, it is true, but it also is essential that the lubricating system should be so contrived as to feed a continuous supply of oil which is free from dirt and particles of metal over all bearings at all times. A good way of acomplishing this result, it may be added, is to permit the oil to drain into a separate compartment in the bottom of the crank case, and then to be pumped back to the bearings after passing through a strainer; thus permitting rapid and constant lubrication at all times.

Proper disposal of the question of lubrication does not entirely eliminate the friction problem, however. To keep down frictional resistance, it is necessary not only to supply all bearings with oil, but to have them designed with the greatest possible area, properly aligned, guarded against becoming slack or wedging and so disposed that the pressure which they have to sustain is as low as possible. The principle of the offset crank shaft is one method which has been adopted of reducing piston friction; the use of roller cam lifters is an instance in which the resistance to the valve motion is cut down; correct design and cutting of the valve gears is a third way in which engine friction may be reduced. And it should be borne in mind that reducing the friction not only contributes to the speed and reliability of the motor; that it renders it, as it were, more "snappy" at all speeds, and hence promotes flexibility.

It is not so easy to appreciate the effect of inertia in its relation to the flexible quality of the motor, though as a matter of fact its effect actually is greater than that of friction. It might appear that if a motor is properly balanced at one speed, its balance will prove correct at all others, for example. Just here enters the important consideration of vibration, however, and with it a curious tendency which arises from a simple law of nature. This law is that all bodies tend to vibrate at certain rates de-

pending on their physical dimensions. Thus a long pendulum will vibrate more slowly than a short one; a long piece of steel tubing if struck with a hammer will give off a lower musical tone than a short one—the difference in the pitch of the tones indicating low and high rates of vibration, respectively.

Just as it is posible to get a pendulum to take a very wide swing by pushing it gently at the end of each beat and just as it starts its return swing, so it is possible to increase the vibration of any body by giving it successive impulses "in tune" with its natural pitch, so to speak. Similarly, if successive impulses are given with a frequency different from that to which the body naturally responds its natural tendency to vibrate will be checked, just as a pendulum can be stopped by pushing lightly against it each time it swings in a certain direction.

A familiar illustration of the principle is found on the ordinary highway where a given bump or other obstacle can be ridden over at certain speeds without discomfort, while at others a decidedly disagreeable jolt will be experienced. Apart from the fact that the shock of impact is heavier at high than at low speeds, the interval which elapses between the shock of the front wheel against the obstacle and the shock of the rear wheel may be such as to assist or retard the oscillations of the saddle due to the natural vibration of the springs. If it assists, the shock becomes very pronounced. If it retards, the shock is "absorbed." So it occasionally happens that an obstacle may be taken at high speed with less discomfort than at a slower rate of travel.

This furnishes a crude if lengthy explanation of the fact that certain motors which will run very smoothly at high speeds, occasionally develop a tendency to "shake apart" when the speed is reduced. When the vibration is greatest it is evidence that the beat of the piston and connecting rod, the side throw of the crank counterweights, the throbbing of the cams and valves, and the irregularities caused by any possible disalignment of the crank or cam shafts, combine to produce a regular pulsation which happens to be "in harmony" with the natural tendency of the frame to vibrate. It sounds ridiculous to refer to the frame as possessing a regular rate of vibration, yet it is unquestionably true that it has, for the very good reason that at certain speeds it quivers almost visibly, while at others the throbbing is much less pronounced.

In regard to flexibility in the engine, all this points to one conclusion, which is that, apart from harmony or discord and apart from deep and perplexing theory, it is evident that the engine should vibrate no more at low speeds than at high. The fact that some motors do evidence a tendency in this direction is proof positive that they are imperfectly balanced. Hence it is evident that the question of balance is a most important one in this connection, especially since it requires power to produce vibration, and since, on the most evident basis in the world all power produced or expended about the machine which is not directly accounted for in driving the machine forward must be considered wasted effort. In the last analysis, this, like all other conceivable power losses, must be considered in terms of gasolene. The less gasolene that is used in needless expenditure of energy, the more miles a given supply in the tank will carry the machine and its rider.

Without disturbing so much as the shell of the very hard nut which encloses the theory of vibration as applied to the actual process of balancing the engine, it is a thoroughly apparent and practical conclusion that balance and lost motion are related to the extent that any tendency to vibration at any time tends to produce a pound wherever lost motion exists. Hence the mysterious knocking of a loose flywheel at low speeds and not at high ones sometimes may be accounted for, and hence, from the practical standpoint, it is most desirable if an engine is to be made perfectly flexible, that it be absolutely safeguarded against all possibility of slackness either in its own bearings or in its mounting in the frame.

If this important point is well looked after in the original design, whatever vibration exists will not result in the production of knocks or disturbing chattering sounds in the machine, but will result in a single uniform beat which, by careful construction, can be reduced to a very low point. As to the methods to be employed in reducing the original impulses or beats which cause vibration, suffice it to say that cutting down the weight of the reciprocating parts, or, in other words, the piston and connecting rod, counterbalancing the cranks in such a way as to obviate the beat of the lower end of the connecting rod as far as possible, and making the valve gear as light as is consistent with proper strength are the principal objects to be sought.

Once the friction has been reduced to its lowest terms and the balance of the moving parts carried out to the highest possible degree, it would appear that mechanically the engine will be as lively and responsive at all speeds as it is possible to make it. Nor are these objects as readily accomplished as they are glibly told. They comprise the essentials of good design as applied to any sort of machinery; they have a most important bearing on running conditions at any and all speeds. But, oddly enough, in the desire to accomplish a great deal through bold and radical strokes of genius, the designer frequently overlooks the fact that they are necessary considerations.

It is a curious fact which forces home the importance of considering friction and inertia in any new design, that many a motor has been constructed along highly developed scientific lines which involve so much real merit as literally to compel admiration, which yet possessed one serious drawback—it would not run successfully. So lightly did the inventor float on the clouds of theory that he overlooked the close-to-the-ground principles which always must be considered in order to overcome those two everlasting obstacles, friction and inertia.

Causes of Mysterious Misfiring.

Mysterious cases of "missing" often can be traced to leaks in the inlet pipe either at the unions, which may not be drawn up evenly or have been opened by the vibration of the machine, sufficiently to allow additional air to be drawn in to weaken the mixture until it loses its combustible properties. One way to detect such leaks is to smear soapsuds around the joints and turn the engine over with the inlet valve depressed, the blowing back through the pipe revealing any leak by the formation of bubbles on its outer surface. Unions which leak when they are drawn up hard with the ends of the pipe matching evenly, can be made tight by inserting packing formed from asbestos string and placed in the bottom of the union and against its shoulder so that the gasket will bear against the pipe flange when the joint is coupled. Blow holes or porous spots in the pipe itself can be filled with solder.

About Dismantling the Magneto.

In the category of "Don'ts" which magneto manufacturers send out with their instruments, none should be more faithfully heeded by the novice user than the caution against taking the apparatus apart. With most magnetos all parts that require frequent attention generally are so arranged as to be readily accessible and the dismantling therefore serves no good purpose; besides, only those familiar with the construction of such an instrument will succeed in properly reassembling it. One who is not well posted on the principles of magneto construction has nothing to learn by delving into its vitals, and many a good instrument has been put out of commission solely by the misdirected efforts of ignorant repairmen and amateurs, when the real trouble lay in the spark plug or wiring.

Care of Acetylene Generators.

Acetylene gas generator passages and piping should be blown out with a pump or compressed air periodically to remove any dust or sediment which may have lodged in them; likewise the cotton filter underneath the burner should be renewed once in a while, for it becomes charged with dust which eventually will clog the burner. Another point to be looked to, is the packing ring at the joint where the water and carbide containers unite, and when the generator is put together and turned on it is well to test this joint for gas leaks with a match. If, when the generator parts are screwed tightly home, gas leaks from the joint either a new packing is needed or else the edge of one of the shells may be dented enough to afford an avenue of escape for the gas.



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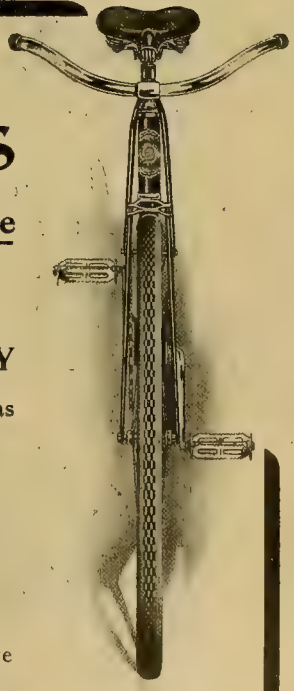
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SCHUDT AND SCHEIDER THE STARS

Buffalo Armory Meet Develops Fast Work in Mile Scratch and Two Miles Handicap—A Bad Spill.

Two fast bicycle races provided plenty of excitement at the games of the 74th Regiment A. A., in their armory at Buffalo, N. Y., Saturday night last, 19th inst. Fred Schudt and Joseph Scheider carried off the honors, the former scoring in the mile scratch, while the latter took the two miles handicap. A large crowd saw the meet.

To take care of the large number of entries the mile scratch was divided into four heats. Arenz carried several bruises with him as the results of his falls in the 10 hours race, and as he got away with the first heat easily, it was thought he would show well in the final. Such proved not the case, however. There were two fast preliminary heats, the second and fourth being ridden in 2:26⅕ and 2:25⅖, respectively. The final heat was not so fast, the riders finishing in 2:30. Fred Schudt won the final after finishing second to Delling in the trial. Scheider took second easily, with John Tanner third, and Ed Delling next.

Tanner did not ride in the two miles race. When he appeared for the line-up the referee ordered him from the track, as he had not paid his annual registration dues to the National Cycling Association. Why he was permitted to ride in the mile race was not stated. Andrews and Arenz did not have much of a chance in the first heat, the nearest riders to them being more than 100 yards away. Krushel was at the 50 yards mark, but didn't start in the first heat. Scheider and Fred Schudt were the only scratch men to qualify. An unusual feature was that each of the trial heats was ridden in the same time—4:35—while the time for the final heat was 4:35⅖. In the final heat Krushel, who had won the second heat, and Charles Bowe had a bad spill. Krushel apparently was badly injured as he was carried off the floor on a stretcher. Scheider won after a hard ride, H. G. Becker finishing second. Schudt, the other scratch man, third. The summaries:

One mile scratch—First heat won by Edward Arenz; second, H. G. Becker; third, Anthony Burke. Time, 2:48⅕. Second heat won by Joseph Scheider; second, John Tanner; third, R. J. Hoover. Time, 2:26⅕. Third heat won by T. D. Hitchcock; second, Al Krushel; third, W. E. Andrews. Time, 2:44⅖. Fourth heat won by Edward Delling; second, Fred Schudt; third, Adam Fischer. Time, 2:25⅖. Final heat won by Fred Schudt; second, Joe Scheider; third, J. Tanner; fourth, E. Delling. Time, 2:30.

Two miles handicap—First heat won by F. P. Scott (100); second, Charles Bowe (135); third, J. Newland (125). Time, 4:35. Second heat won by Al Krushel (50); second, Fred Schudt (scratch); third, Tony Burke (5.) Time, 4:35. Third heat won by Joe Scheider (scratch); second, H. G. Becker (75); third, Ed Dethloff (60). Time, 4:35. Final heat won by Joseph Scheider (scratch); second, H. G. Becker (75); third, Fred Schudt (scratch); fourth, J. Newland (125). Time, 4:35⅖.

Strong Card for Newark's Opening.

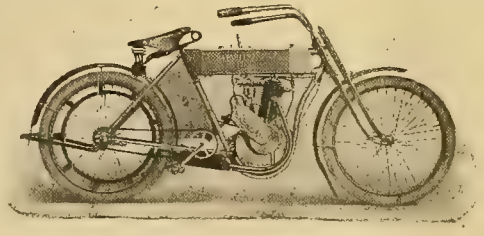
If history repeats itself, which in this case it is more than likely to do, the annual reopening of the Newark (N. J.) Velodrome on Sunday afternoon, April 3d, will be a notable occasion. At the opening last season more than 6,000 persons were in attendance, and with the increased interest in the sport, plus the additional field of riders in both the professional and amateur ranks, next Sunday's meet should attract in the neighborhood of 10,000 spectators.

Manager J. M. Chapman has left no stone unturned to make the season's inaugural meet a memorable one. The card that will be presented is the best ever run at any opening meet. The big feature will be the $500 Velodrome Handicap with five prizes—$200, $100, $75, $50 and $25. The additional incentive of $10 to the leader of each lap should make a fast race. The other professional event will be a quarter-mile invitation scratch, with four prizes—$25, $15, $10 and $5. The amateur events will consist of a half-mile handicap, a five miles open and a mile novice.

COMBINATIONS

are numerous and of many sorts but there never was a greater one or one that paid such dividends of pleasure and satisfaction or that is better expressed than this one:

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might aptly be described as the saddles used by

DISCRIMINATING PERSONS

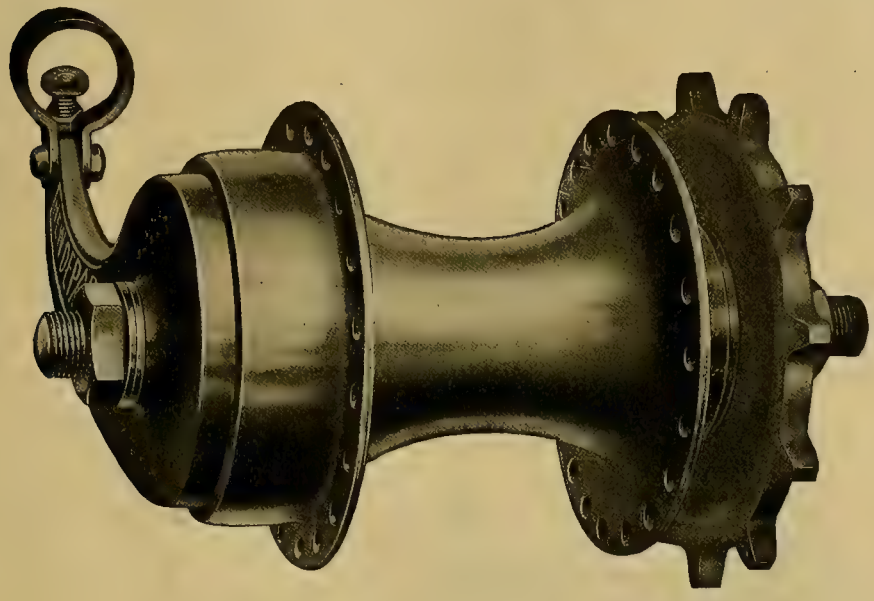
whether manufacturers, dealers or riders, the discrimination consisting of desire and demand for and recognition of unquestioned quality.

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RECENT PATENTS.

942,520. Variable Speed Coasting and Braking Hub. Albert F. Rockwell, Bristol, Conn., assignor to The New Departure Manufacturing Company, Bristol, Conn., a Corporation of Connecticut. Filed March 1, 1904. Serial No. 196,037.

1. A coasting and braking hub having in combination a driver, an auxiliary driver arranged within the hub, brake mechanism, and means for clutching the driver to the auxiliary driver or to the brake mechanism.

942,220. Variable Speed Mechanism. Albert F. Rockwell, Bristol, Conn., assignor to The New Departure Manufacturing Company, Bristol, Conn., a Corporation of Connecticut. Filed June 4, 1906. Serial No. 320,066.

1. In a device of the class described, the combination with a driving part and a driven part, of a change speed gear interposed between the driving part and the driven part, clutches in engagement with the driving part, one of said clutches being adapted to be moved into direct clutching position with the driven part and the other of said clutches being adapted to be moved into clutching position with the change speed gear, springs adapted to exert tension against said clutches, and means for causing one of said springs to overcome the tension of the other of said springs.

942,479. Coaster Brake. Charles A. Baylor, Laporte, Ind., assignor to Great Western Manufacturing Company, a Corporation of Illinois. Filed Jan. 12, 1909. Serial No. 471,847.

1. The combination with a crank hanger sleeve and a crank shaft mounted therein, of a sprocket wheel provided with a hub which has bearing engagement with said hanger sleeve and with said crank shaft, means operated by the forward turning movement of the crank shaft producing frictional driving connection between said crank shaft and said sprocket wheel hub, a brake device affording frictional engagement between the hanger sleeve and said sprocket wheel hub, and means for actuating said brake device operated by the backward turning of said crank shaft.

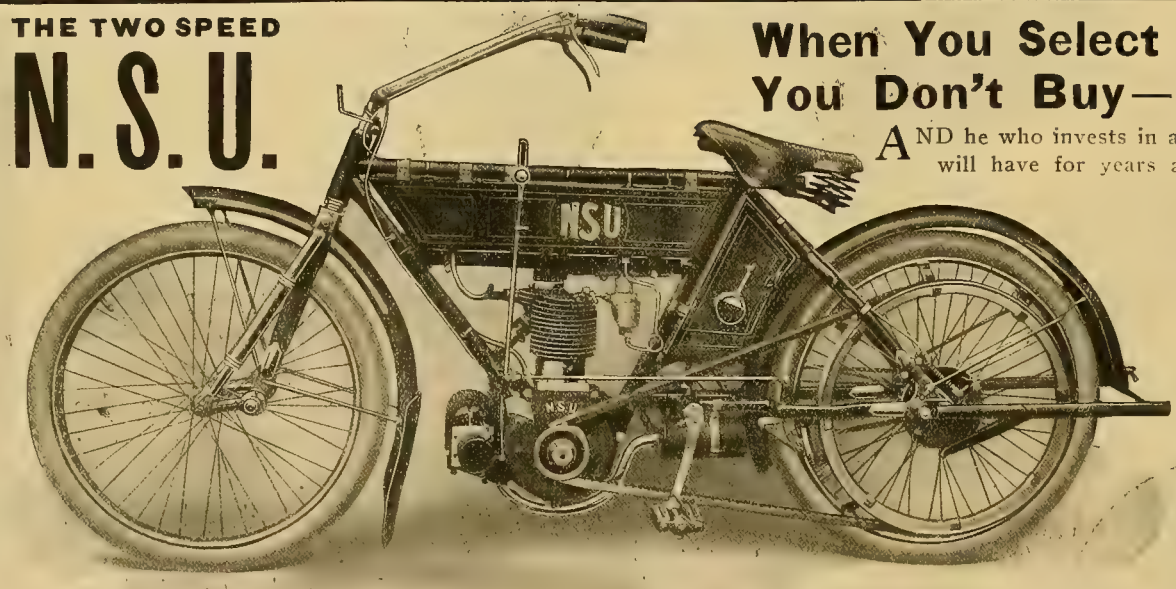
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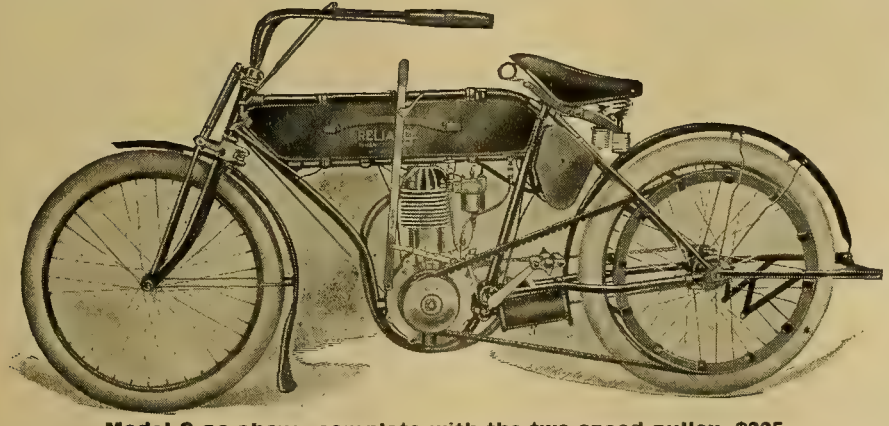
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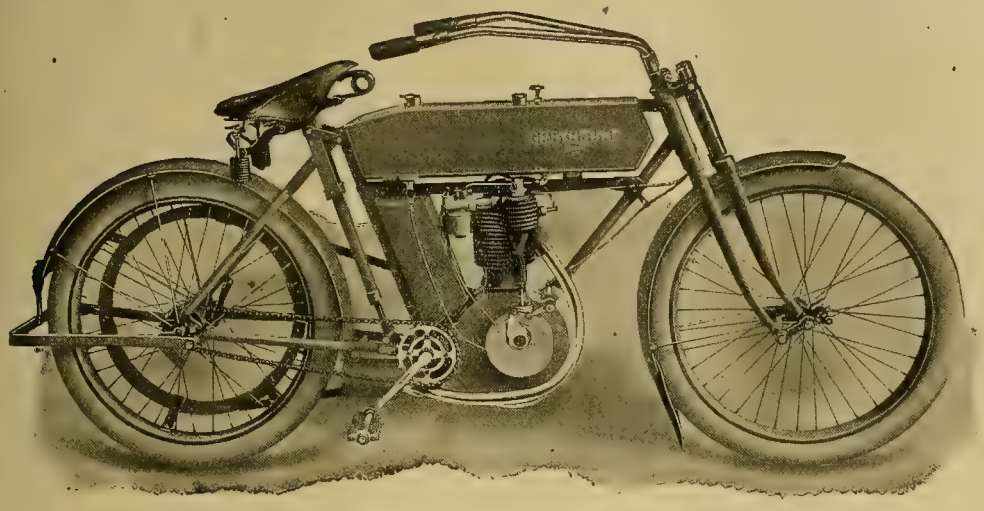
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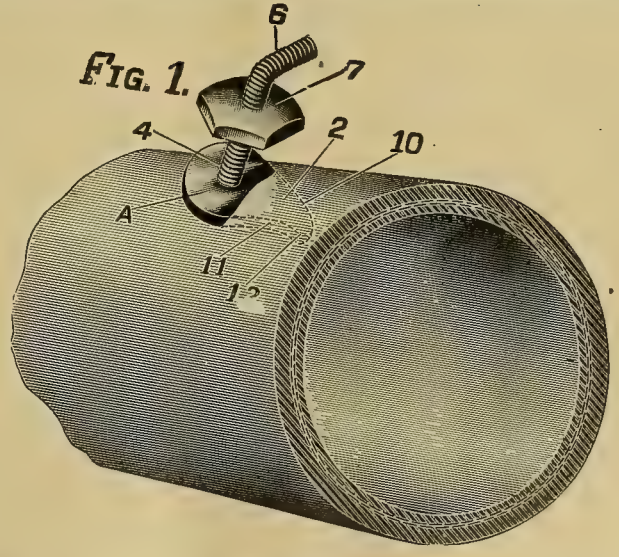


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FIG. 1.



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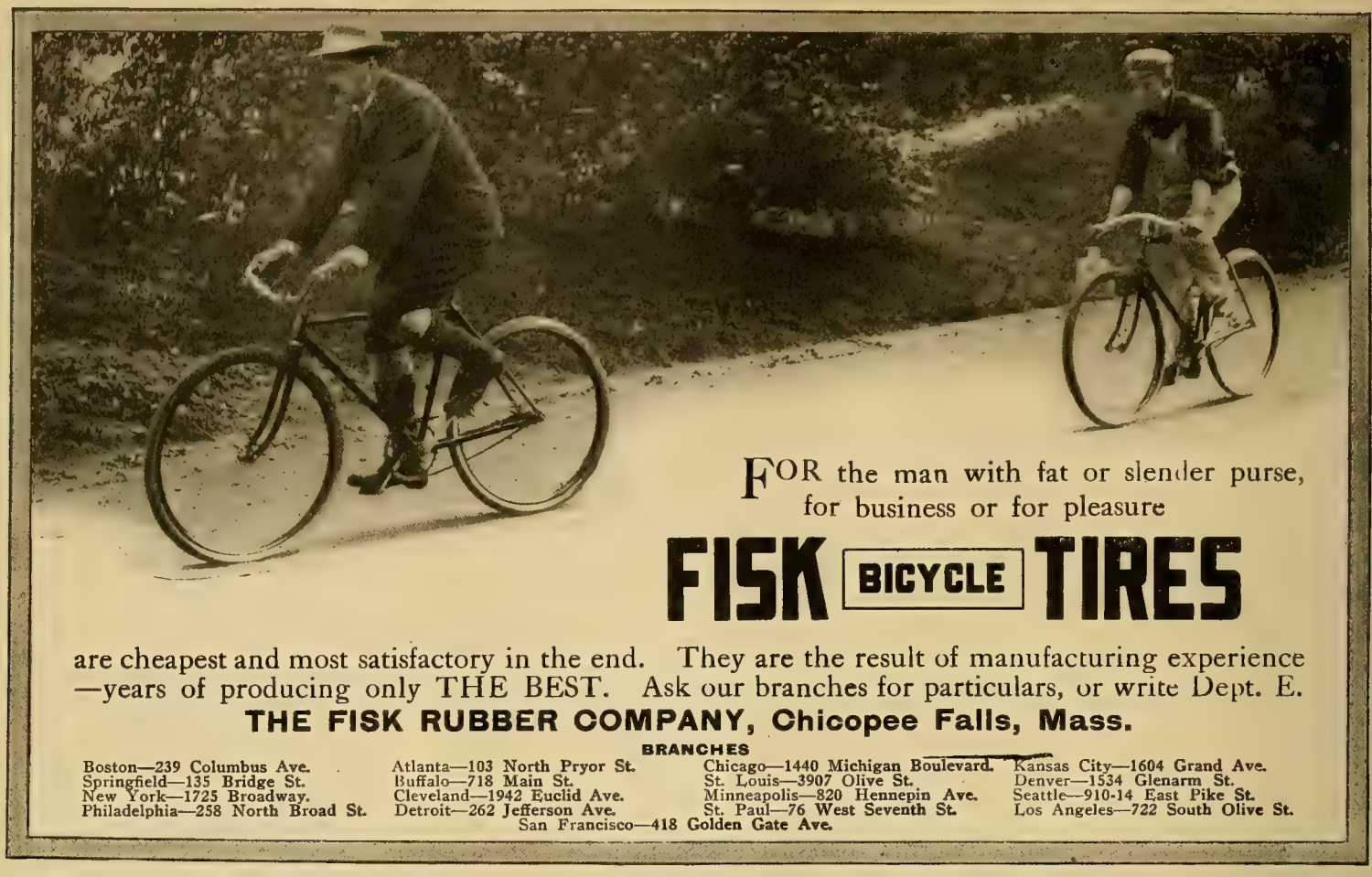
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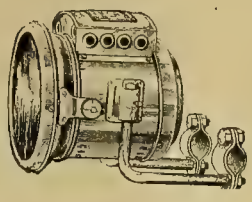
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They are very simple but very wonderful.



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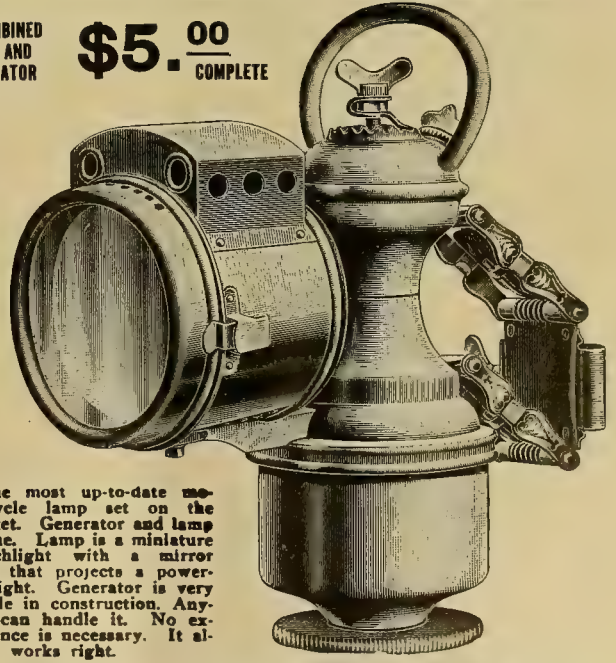
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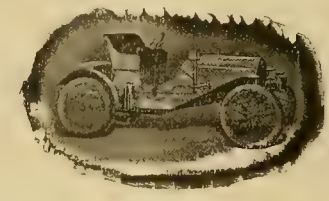
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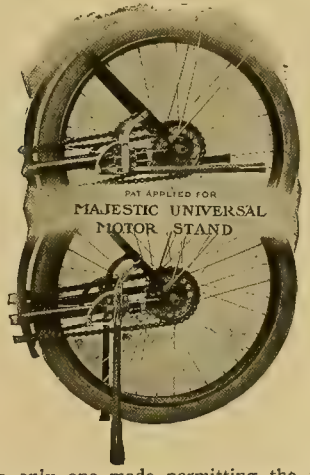
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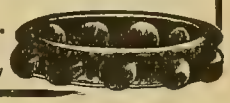
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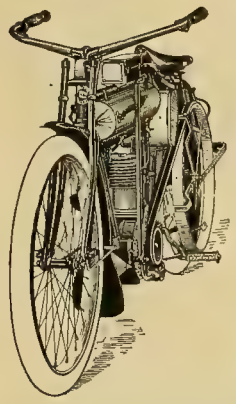


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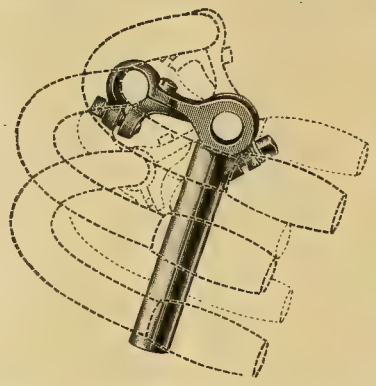
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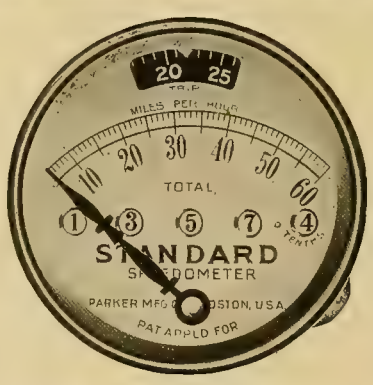
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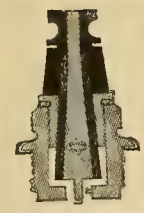
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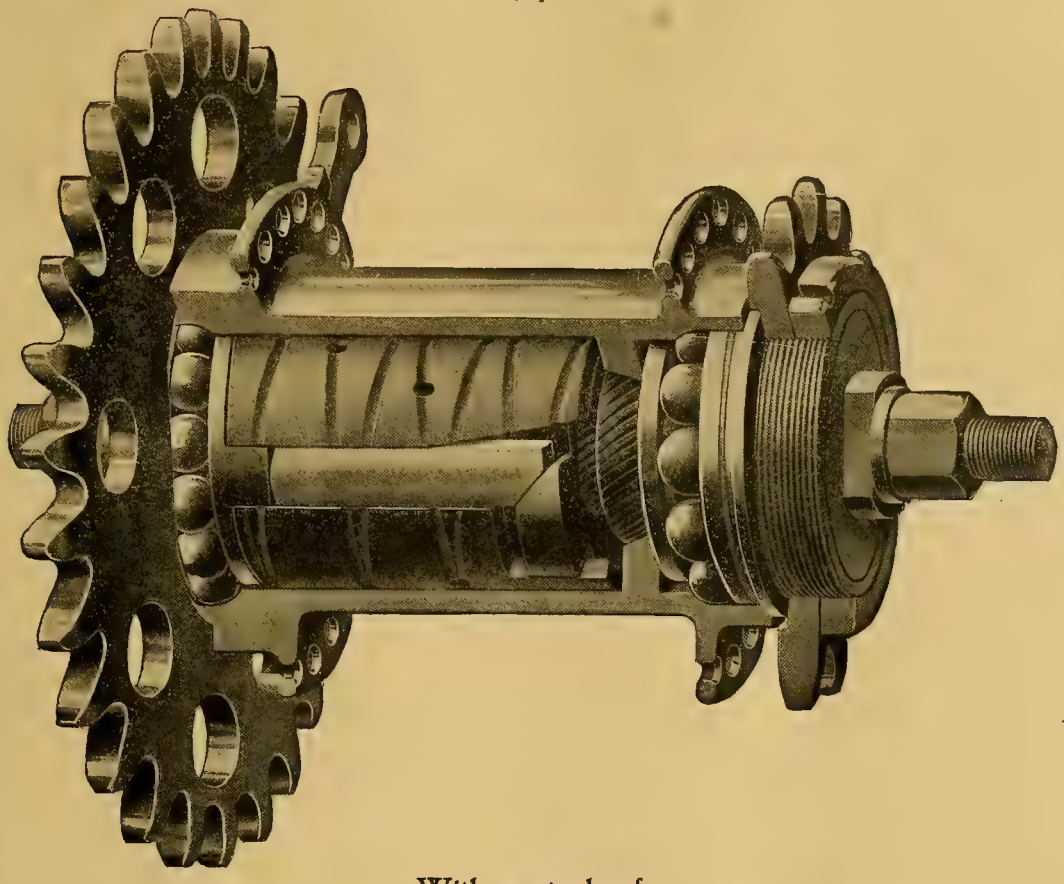
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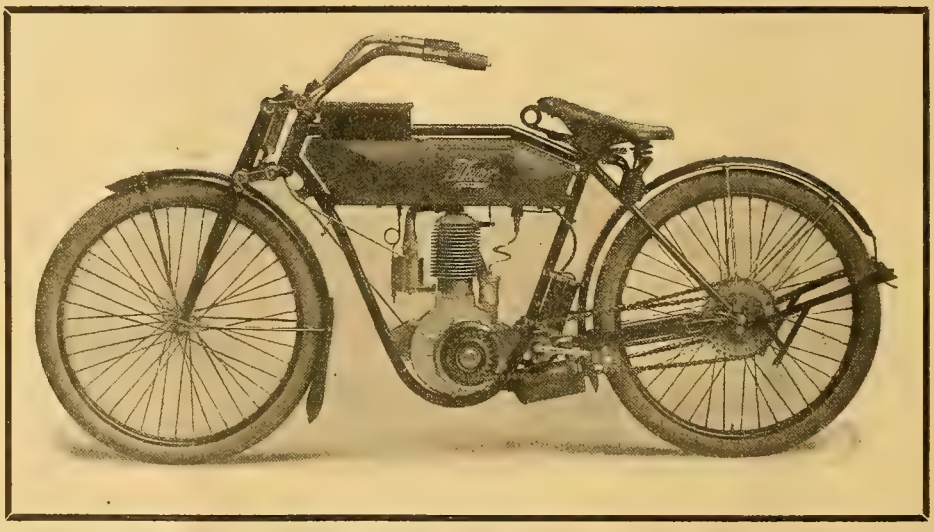
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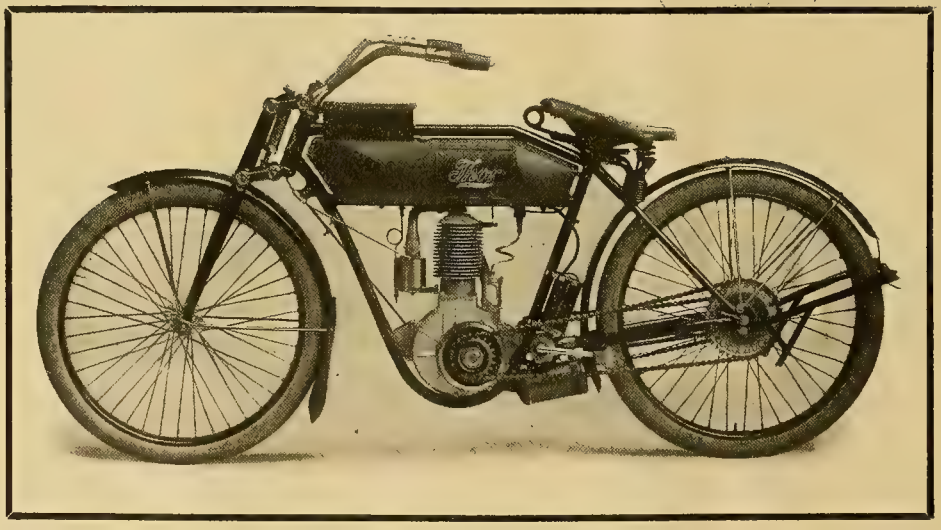
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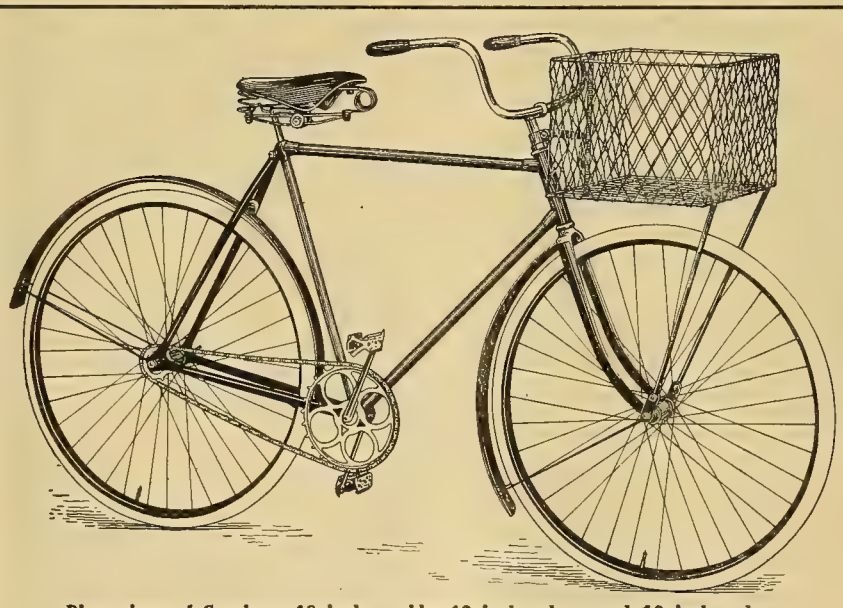
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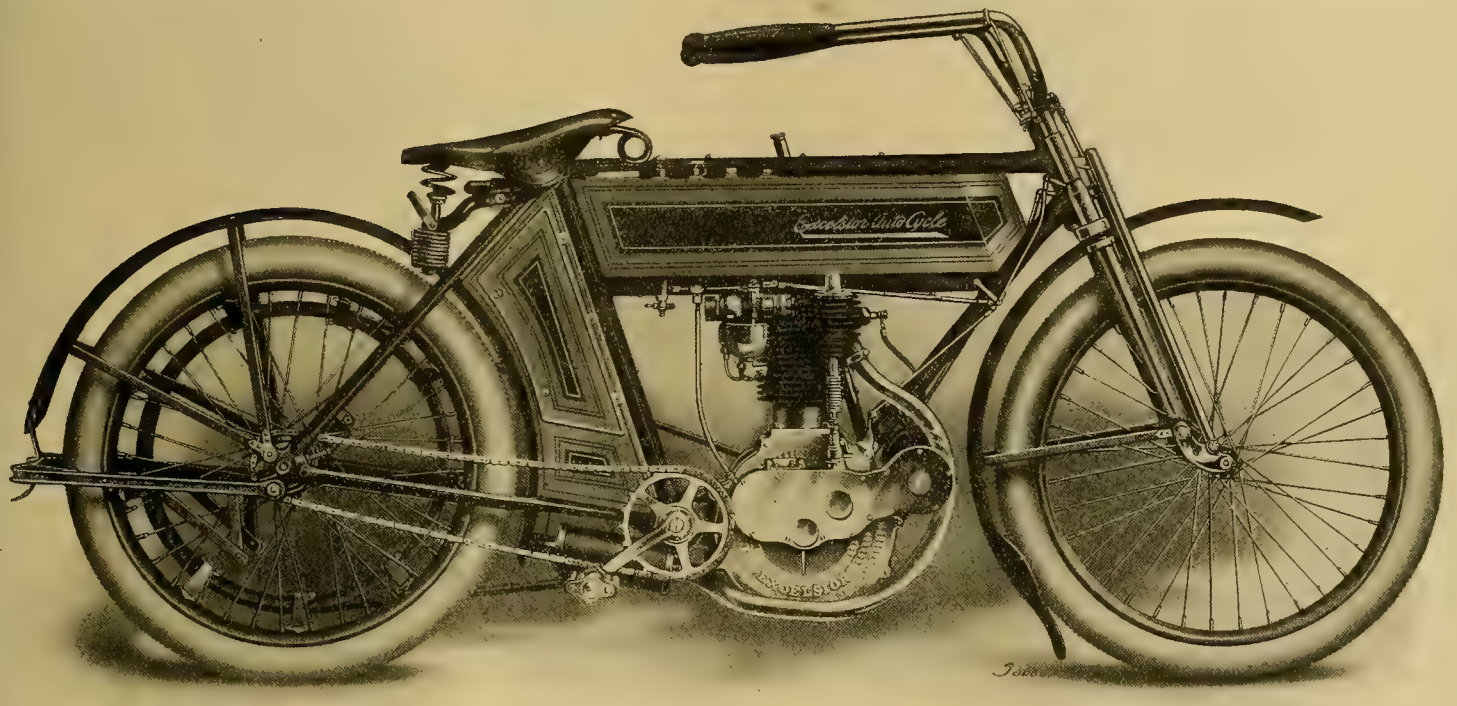
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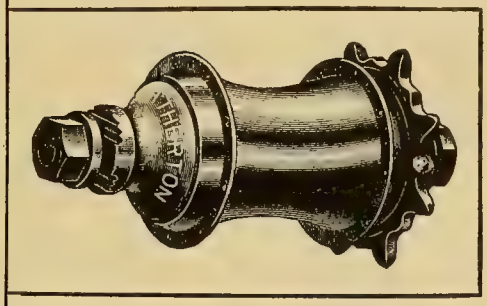
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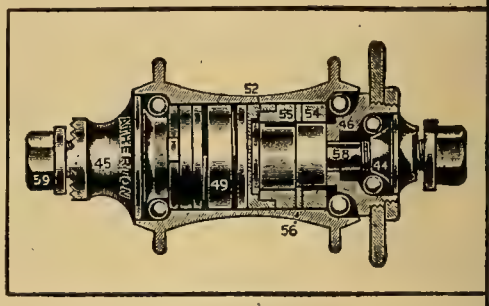
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Every Boy and Girl Wants a Fay Bicycle

For them no sport equals bicycling, and no bicycle equals a FAY. The thousands sold annually prove that. They all know, too, that riding to school beats walking.

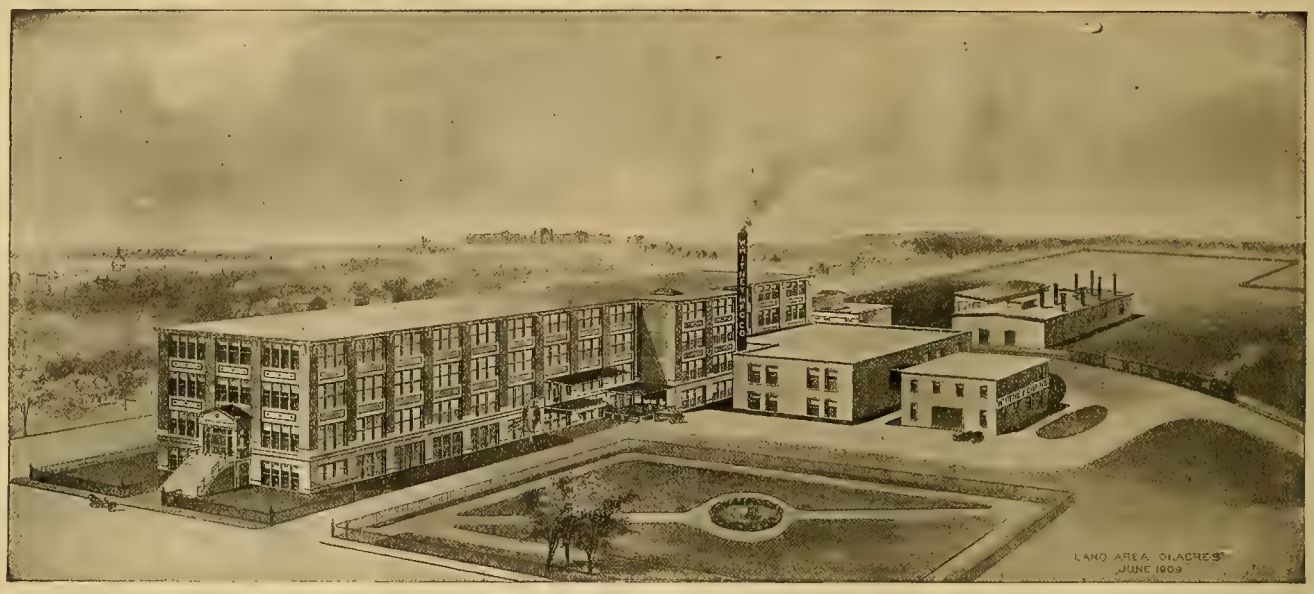
PROGRESSIVE DEALERS

are making a specialty of distributing FAY leaflets in the schools. If you have not done this try the experiment. It will produce surprising results. We have attractive cuts for circular and newspaper advertising free for the asking.

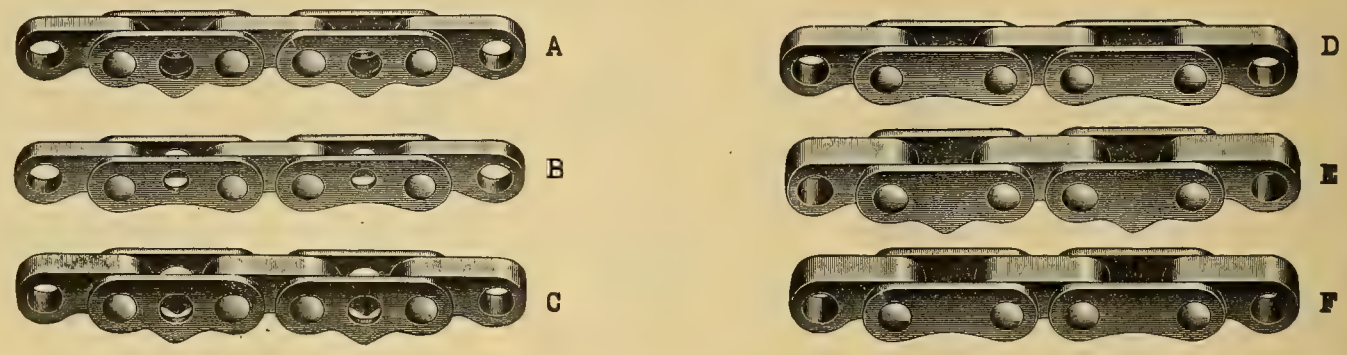
And don't forget that FAY wheels in stock mean quick sales.

The Pope Manufacturing Co.

HARTFORD, CONN.



"Whitney" Chains are made in one of the most modern of American fire-proof factories.



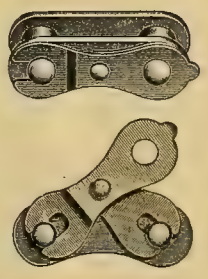
If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE

Our New Roller Chains ⅝" Pitch

For Motorcycles, Etc.



New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains



THE WHITNEY MFG. COMPANY

Hartford, Connecticut

WARNING!

The attention of motorcyclists is called to the fact that the success of the

SPLITDORF
Motorcycle Plug

has caused a new imitation of it to appear on the market.

Users are warned that these spurious plugs are not even a good counierfeit, and buyers of same will find they have thrown away their money.

For your own protection, see that the SPLITDORF trade-mark is stamped on the Plug.

This is a guarantee of SPLITDORF quality.

TRADE SPLITDORF MARK NEW YORK

SPLITDORF Motorcycle Plugs are guaranteed one year. Insist on the genuine.

C. F. SPLITDORF

Walton Ave. and 138th St.

Branch: 1679 Broadway

NEW YORK

Chicago San Francisco Detroit Boston



It's the New Rubber In this Tire

that makes it so easy to repair, either by plugs or vulcanization—

And prolongs its life far beyond that of the ordinary tire.

And *this* makes new tire customers for you and keeps old customers loyal.

Only the finest grade of *new* Para rubber, as nearly pure as will vulcanize properly, is ever used in a Goodyear Pathfinder Single Tube Bicycle Tire.

Instead of using the best rubber obtainable, we could use cheaper grades. It would be easy to substitute rubber that costs one-third of what we pay, or we could use even "reclaimed" rubber from the junk pile.

But it wouldn't make a tire that lasts—and it wouldn't make a tire that can be repaired. It wouldn't make a **Goodyear Pathfinder.**

The fabric used in the Goodyear Pathfinder is a special, closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

There's a whole lot more money in selling a tire that lasts, and can be repaired, than the other kind. When a tire goes to pieces before it has given any service, it makes the customer *sore*, no matter how little he paid for it. He forgets that.

But 600 dealers—one to a town—in all parts of the country are making money and increasing business on the Goodyear Pathfinder Single Tube Tire.

That ought to mean something to *you*.

Write us if we are not represented in your town. Get our proposition.

The Goodyear Tire and Rubber Company

Moal Street, AKRON, OHIO.

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 317 E. Fifth St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.



The One Best Bet

as an agency proposition for 1910 is

THE *Racycle*

ALWAYS HAS BEEN
ALWAYS WILL BE

The Best Selling High Grade Wheel IN THE WORLD

We can tell you why the Racycle should be—
Our Agents will tell you that IT IS—

The Best Agency in the U. S.

Write for particulars.

THE MIAMI CYCLE & MFG. COMPANY
Middletown, Ohio, U. S. A.



THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. New York, U. S. A., Saturday, April 2, 1910. No. 2

RACINE GETS KELLY'S TIRE FACTORY

Capital and Site Secured in the Wisconsin City—Building Operations to be Commenced at Once.

After several months of unremitting effort, Charles F. U. Kelly, former president of the Lockport Rubber Co., finally has brought into being the new tire manufacturing company to the formation of which he applied himself soon after the fire which put an end to the Lockport enterprise.

For a while, it appeared as if Toledo, O., would be the scene of Kelly's renewed operations, but certain people in that city hesitated too long and while they were hesitating, he moved on to Racine, Wis., where other men accorded his project such quick recognition and support that early this week the completion of the organization of the Kelly-Racine Rubber Co. was announced; capitalized at $500,000 it has been incorporated under the laws of Wisconsin. Kelly will be its president, and associated with him will be a number of prominent Racine business men.

A ten-acre site already has been secured and on it there will be at once erected a big fire proof plant. It is expected that 250,000 square feet of floor space will be available before August 1st, and no time will be lost in beginning manufacturing operations.

The new company will produce all manner of tires, which of course, includes tires for bicycles and motorcycles, with which Kelly is well versed because of his long connection with the Continental Rubber Works previous to his identification with the Lockport venture.

Grady's Business as a Good Example.

The remarkable activity now prevailing in the bicycle business is well illustrated by the experience of J. W. Grady & Co., the Worcester (Mass.) jobbers, on Monday last. That morning they received a shipment of 525 bicycles; before nightfall every one of them had been reshipped to Grady customers. And New England generally is reckoned one of the poorest bicycle markets of the present time, too. Grady reports that his March business was the largest in his history.

Miami Prosperity Compels Enlargement.

Although the Miami Cycle & Mfg. Co. had almost doubled the productive capacity of its big plant in Middletown, Ohio, the demand for Racycles and Hudsons incident to the unusual and unexpected prosperity which has come to the bicycle trade generally, has proved so large and so pressing that the company is making ready to add another three-story wing to its factory.

"The season of 1910 certainly is going to be one grand hurrah for the bicycle folks," writes Sales Manager Jackson, of the Miami company in conveying the news regarding the pending enlargement of the plant. "The business we have had since last September has been really remarkable. It has kept us going to our fullest capacity; there has not been a dull moment."

Herring-Curtiss in Bankruptcy Court.

The troubles that have followed the Herring-Curtiss Co., Hammondsport, N. Y., ever since Herring, the flying machine man, entered into its affairs, finally have led to the bankruptcy court, an involuntary petition in bankruptcy having been filed yesterday against the company in the United States court at Buffalo. The three creditors who allege insolvency and the amount of their claims are: Bank of Hammondsport, $7,500; Daniel B. Grimley, $55, and Fred C. Fawcett, $43.

Rubber's Rise Forces up Tube Prices.

Because of the recent advances in rubber prices, the Empire Tire Co., of Trenton, N. J., has found it imperative to announce an advance of 30 per cent. on its red rubber tubes in the motorcycle and automobile tire sizes. Its gum gas tubing and rolled end gas lamp connections likewise have been advanced 20 per cent.

RELIEVING THE RUBBER SITUATION

Relief not Immediately in Sight, but None the Less Certain—Expert Discusses Causes and Conditions.

That the present record breaking prices for crude rubber and the prices which promise to prevail during the next few months will bring about an automatic relief of the rubber situation in the future, is the prediction of an expert who is in touch with the tire and rubber situations, and whose views are authoritative. The stimulation to production which the high prices will induce, he declares, will result in a radical lowering of the price within the next year or two and in five or six years will make rubber positively cheap, when compared with the figures that now prevail.

Although not venturing any opinion as to what heights rubber may attain during the coming summer, he foresees a subsequent reduction within two years which probably will bring the fine, upriver Para grade to something like $1.65 or $1.70 per pound, while the succeeding four or five years, in his opinion, should further reduce the price to something like $1 per pound.

Many influences are working toward the reduction of rubber prices, he says, and in combination they will exert an effect which will serve to greatly increase the supply and lower the cost of the crude material. In Brazil itself, where the Para rubber comes from, two new railroads are being extended to points where they penetrate the rubber district, and they will afford a means of solving in a large measure the difficult transportation problems which heretofore had restricted the shipments to the outside world. There are hundreds of thousands of acres of rubber trees in the Para district which as yet are untouched because of their inaccessibility, but this latter condition is being overcome not only by railway extension, but by other means as well.

Low water in the upper part of the Ama-

zon river long has presented a troublesome obstacle to navigation by the steamers which have been depended upon to convey the crude rubber down to the seaboard, but light draft motor boats now are being introduced with great success. These are able to make their way far beyond the range available to the steamers and their return trips down to the seacoast shipping points can be made without interruption despite low water conditions which paralyze steam navigation in the upper river.

As a rival to the finest Para rubber there is the rapidly increasing output of plantation rubber, the best grades of which are almost identical in character with the Para product. Ceylon is to the forefront in the marketing of this rubber, being one of the first districts to take up artificial cultivation of rubber on a big scale, and its offerings now constitute an important and increasingly large element in the market. Immense plantations are in cultivation and are being started in nearly all countries where conditions are suitable, and these will help swell the volume of raw rubber that will be put on the market in the future in competition with that from Para.

Upholds Higher Duty on Saddles.

The board of United States general appraisers refused on Thursday last to disturb a ruling made by the customs authorities in a case affecting the classification of imported motorcycle saddles. The saddles were returned for duty at the rate of 45 per cent. under the provision for "manufactures of metal not wholly provided for." Wells, Fargo & Co., representing the importers, alleged that the duty should be at the rate of 35 per sent. as "manufactures in chief value of leather," but the general appraiser overruled the claim in the following language.

"On notice duly given in this case, the importers failed to appear, and have offered no evidence in support of the claim filed in the protest. There are official samples before us, but as no proof has been presented as to the component material of chief value in the articles, we are not warranted upon a mere inspection of the samples in disturbing the assessment of duty as made by the collector. The protest is overruled and the decision of the collector affirmed."

Still Adding to Goodyear Plant.

The Goodyear Tire & Rubber Co., which last year increased its floor space 50 per cent, has let contracts for the construction of additional buildings which will enlarge its Akron plant another 125 per cent., or more than 300,000 square feet. The plant then will cover 12 acres. All of the buildings are of steel and concrete fire proof construction. Among other things, the Goodyear company now has in course of erection, for the needs of its power plant, one of the largest smokestacks in the country; when completed it will be 250 feet high and 12 feet in diameter.

EXPORT SHRINKAGE IN FEBRUARY

France and "Other Europe," Also Canada, Chiefly Responsible for the Loss—Few Gains Recorded.

In its disclosure of American cycle exports, February reveals increased buying on the part of ten of the eighteen geographical divisions, although the total volume of business done during the month, amounting to $57,867, is not quite so large as during February of 1909, when the amount was $68,358. Encouraging symptoms, however, are discernible in the records for Germany, Italy, Brazil and other West Indies and Bermuda, as each of these divisions show February gains where in the preceding months they have been marked by losses. The United Kingdom heads the list in the heaviness of its purchases, with $15,839 as against $12,487 during February a year ago. Other Europe and British North America are almost a dead heat for second place, the former with $8,753 and the latter with $8,015, while British Australasia is fourth, with $4,005. France exhibits an unusual defection, in that it shows a $15 purchase for the month as against $4,342 in the preceding February, and the Netherlands has 916, as against $3,975. On the whole, however, the month's showing indicates a halting of the downward tendency, as is made evident by a comparison with the record for the eight months ending with February.

During this latter period the total was $376,214, as against $468,281 for the same month in 1909. Oddly enough, Mexico returns exactly the same figure in the February of this year and last, the amount being $37,735, and making it third in point of size on the list. The United Kingdom is the leader, with $73,857, as against $58,534, and British Australasia is second, with $39,144, as against $40,954 for the like period in the previous year. Other Europe, which last year topped the list with purchases amounting to $108,038, is fifth, with $32,666; and British North America fourth with $35,765. The record in detail is as follows:

Cycles and parts of— Exported to	—February— 1909	1910	Eight Months Ending February 1908	1909	1910
United Kingdom	$12,487	$15,839	$70,325	$58,534	$73,857
British Australasia	4,999	4,005	66,134	40,954	39,144
Mexico	2,004	3,225	62,462	37,735	37,735
British North America	12,007	8,015	34,811	32,301	35,765
Other Europe	14,323	8,753	52,388	108,038	32,666
Belgium	3,472	1,995	16,116	21,774	7,175
France	4,342	15	21,477	20,206	1,173
Germany	680	960	17,908	12,779	8,336
Italy	1,945	2,525	17,561	14,066	11,920
Netherlands	3,975	916	18,751	25,649	21,987
Cuba	2,434	2,291	28,832	12,756	17,637
Other West Indies and Bermuda	539	963	18,189	10,159	9,246
Argentina	86	665	10,077	11,333	13,900
Brazil	....	531	6,113	3,370	3,170
Other South America	523	807	9,613	7,325	7,901
Japan	3,968	1,354	68,400	29,356	16,074
Other Asia and Oceania	291	3,114	10,414	16,856	29,477
Other countries	283	1,894	5,514	5,090	9,051
Totals	$68,358	$57,867	$535,085	$468,281	$376,214

Original Air Tire to be Preserved.

Mr. J. B. Dunlop, inventor of the pneumatic tire, has presented the front wheel of the first pneumatic-tired bicycle to the Royal Scottish Museum of Edinburgh, where it has been allotted a conspicuous position. This interesting relic, the forerunner of a vast industry, was formally presented with considerable ceremony. The tire, which is still in good condition, was made in 1888. The other, which has been lost, was sent to Paris in connection with legal proceedings, and there disappeared. The bicycle to which these original tires were fitted was used almost daily for twelve months, and the tire given to the Scottish Museum had never been punctured.

Motorcycles Staged at Two Shows.

Although situated in a somewhat remote corner of this big country, Spokane, Wash., is very much alive to the progress of motor vehicles and last week held it first automobile show—a very pretentious affair—in Princess Rink. The following dealers displayed motorcycles: McDonald Supply Co., Excelsior and Thor; Spokane Cycle & Supply Co., Indian; James F. Stack, Harley-Davidson and R-S. At the Rockford (Ill.) automobile show—the first ever held there—which is running this week, L. J. Theiss is the only motorcycle exhibitor. He shows the Thor and Excelsior.

Motorcycles Equipped with Two Stands.

Several of the British manufacturers now are equipping their motorcycles with front wheel stands, as well as the usual rear stands. This permits the entire weight of the machine to be lifted off the ground.

Haverford "Invades" Atlantic City.

The Haverford Cycle Co., of Philadelphia, has "invaded" Atlantic City and set up a branch in that famous resort; it is located at 1309-11 Atlantic avenue.

Smith Starts Store in Green Bay.

Ira G. Smith has opened a bicycle store at 1344 Main street, Green Bay, Wis. He will both sell and repair bicycles and carry a stock of accessories.

SPEAKS PLAINLY ABOUT PATENTS

Head of the Patent Office Declares 60 Per Cent. Are Worthless — Criticizes American System.

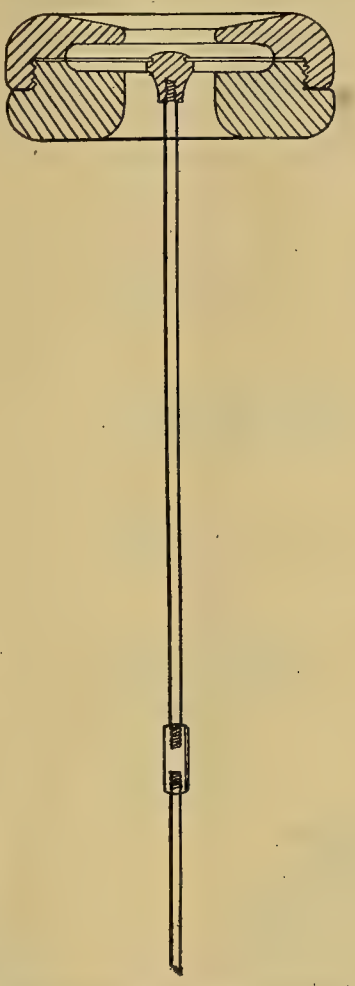
The fact that a United States patent offers small protection to its holder and that it becomes of real value only after it has been litigated, long has constituted one of the proverbial "crying shames" of the system in vogue in this country, and the wonder is that nothing has been done to rectify the state of affairs. This week, however, a ray of hope appeared—the startling criticisms which Commissioner of Patents Moore offered on the American patent system, in a hearing before the House Committee on Patents. They are of a kind that may prove something of a shock, not only to inventors and mechanical men, but also to those who deal with patents only on the business side. Commissioner Moore not only supports the popular contention that in effect a patent is merely "a license to sue," but also indicates that the Patent Office constantly is subject to pressure and attempted tampering by big interests.

"We are handing out today, in 60 per cent. of the cases, patents that are almost worthless, in whole or in part," the Commissioner declared at the committee hearing. "Germany has a vastly superior system to ours. So has Great Britain. I have been over there three times to investigate conditions in Europe. German patents are better, because their applications are more thoroughly searched before patents are granted, owing, of course, to the better facilities afforded by the German Patent Office. The government makes guaranty of the patent, throwing the burden of proof on the infringer.

"In this country the Board of Examiners in Chief is a judicial body and passes upon a great quantity of cases where large monetary interests are at work. I could cite you many cases where influences are brought to bear. I have been approached. There is hardly a day passes that some sort of influence is not brought to bear upon some one in our office, and I suppose every Commissioner has felt the same thing."

For Locating Knocks and Pounds.

For locating knocks and pounds and loose parts about the engine or other moving parts of the motorcycle the value of the "sounding rod" long has been known. For many reasons which are obvious, however, a device having a vibrating diaphragm is more efficient as well as more convenient to handle than the plain wooden or wire rod, which must be held between the teeth while the ears are closed with the finger tips, in order to be of any use at all. Such a device has just been perfected by the Gaylor Automatic Stropper Co., of Stamford, Conn., of which L. B. Gaylor, once famous as the designer of the Tribune bicycle, is the head; it is about to be placed on the market under the name "Sonoscope." As the picture shows, it consists merely of an extensible vibrator rod which is jointed together in sections, so that it may be adjusted to any length required, and a sounder or ear piece, in which is a sensitive dia-



SONOSCOPE VIBRATION TESTER.

phragm much like that of an ordinary telephone receiver. In use, the end of the rod is pressed lightly against the outer part of the mechanism which it is desired to test for lost motion, the vibrations in the metal being transmitted through the rod to the diaphragm. So perfectly is the sound transmitted and magnified, that it is claimed that the sound of the balls traveling around in an ordinary ball bearing may be heard all over a room. Of course, for remote or delicate determinations it is necessary to place the receiver against the ear, but ordinarily it is said, this procedure should not be required.

Thomas Bros. Open in Norwich.

Thomas Bros. is the style of a new firm which has "opened up" in Norwich, N. Y. Bicycles will be both sold and repaired.

Lehman Buys Out Rebfeld.

Edward C. Rebfeld, Horicon, Wis., has disposed of his bicycle establishment to E. F. Lehman.

MASTICATING ENGINE'S "FOOD"

Purpose of Wire Gauze in the Intake Pipe —Breaks up the Fuel into "Digestable" Form.

To a very great extent, the satisfactory and economical operation of a gasolene engine depends not only upon the proper proportioning of the fuel, but also upon the thorough mixing of those correct quantities. One of the most important factors in determining the efficiency of an engine is to serve its "food" in the manner which will produce the most return in power output.

It is quite generally known that heating the air before it enters the carburetter is an important aid to the rapid and complete union of the gas and air in the process of vaporization, this assistance being due to the fact that heated air affords a maximum period for the diffusion of the mixture. Another and less familiar aid to rapid vaporization is the placing of wire gauze in the induction pipe between the spray nozzle and inlet valve, to more thoroughly shatter the liquid spray and afford a resting place for any globules which otherwise would find their way into the cylinder and induce the formation of carbon.

When deposited on the gauze these liquid atoms are more readily broken and absorbed by the incoming air draft. Owing to the great variation in carburetting devices and sizes of inlet pipes, no hard and fast sizes of gauze can be prescribed except in a general way. Experiment is necessary to determine accurately the sizes which will give the best results with any particular engine, but as a possible aid to investigators it may be mentioned that with a single cylinder engine of large bore and stroke, three layers of copper gauze, of 80, 100 and 120 meshes, respectively, in connection with the use of heated air, gave much better vaporizing of the charge: and an accompanying power increase, as well as a marked decrease in the gasolene consumption.

Less spark advance was required, the charge burning so rapidly that it did not need to be ignited so early to obtain the most power. The gauzes first were soldered to a narrow, well fitting brass hoop or ring, the same size as the internal diameter of the inlet pipe, and then slipped into the pipe, the hoop being held in place by a drop of solder. In addition to these screens, two more gauze discs of 16 mesh were placed between the fine gauze and the inlet valve to prevent a backfire from reaching the carburetter, and, perhaps, causing a flareup with unpleasant results.

Evidence of the average Englishman's rapidity is offered by a sign in a York dealer's window. It bears the legend: "Punctures repaired in one hour."

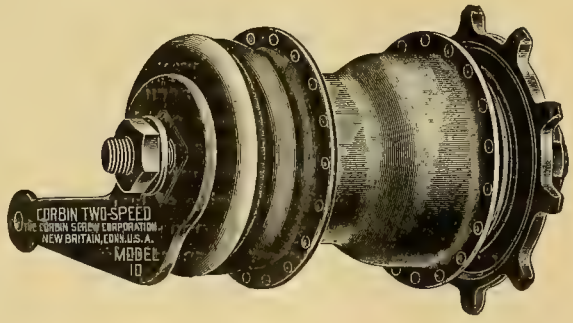
In Spring the Young Man's Fancy

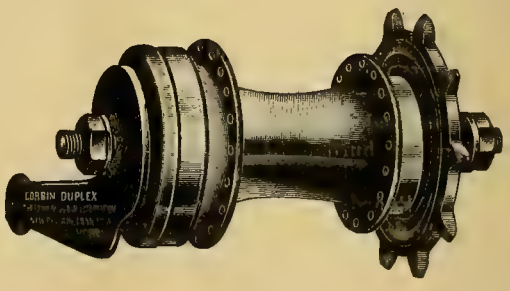
—and the old one's, too—turns to thoughts of bicycles. The fact makes lots of business for enterprising dealers who know how to make the most of their opportunities. "Get after" such men before their fancies turn to thoughts of other things. If you

"Get After" Them

with bicycles equipped with

Corbin Coaster Brakes





your chances of "landing" them will be greatly increased. There are few men who do not know the meaning of the name Corbin.

CORBIN SCREW CORPORATION

New Britain, Connecticut

Licensed Coaster Brake Manufacturers

THE BICYCLING WORLD AND MOTORCYCLE REVIEW
FOUNDED 1879

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, APRIL 2, 1910.

"Am a new subscriber and I want to say that I think the Bicycling World is fine."—J. Edward Jordon, Orono, Me.

Time to Press the Advantage.

Reports and evidence continue to accumulate to the effect that not since the late and sometimes lamented boom collapsed has the demand for bicycles shown such real and sustained vigor as during the past two months.

While the Spring months naturally constitute the so-called "rush season" for the cycle trade and a remarkably warm and favorable March has served to "make the sap flow" a bit earlier than usual and thus accelerated the early demand, the manufacturers' reports and all other evidence indicate that the industry is experiencing the first flush of that renewed health which is its portion and which has been overdue.

On all sides—the trolley-ridden big cities possibly excepted—unwonted cheerfulness prevails. The bicycle unquestionably is "looking up," and it is for those most concerned to make the most of it. Dealers especially should seize the opportunity and let go a few dollars for the sake of doubling them. The time is ripe and the chances are all in their favor. They should promote a few contests, advertise in their local papers and placard the fences and dead walls and even the trees in their vicinity with their signs. The bicycle manufacturers themselves very profitably can lend a helping hand in this latter respect. They can furnish the signs and even do some placarding on their own acount—not with cloth or paper signs, but with placards of an enduring nature.

There has been too little of this sort of thing. As has been well said, "Repetition is reputation," and if even the word "bicycle" met the public eye more frequently there is no doubt that the bicycle's reputation would be enhanced and its use still further increased. It would make the public think of it, and that's half the battle. During recent years there never was a more promising or more auspicious moment for such work. Press the advantage gained and press it hard!

Power for the Repair Shop.

To the average proprietor of a small repair shop an outfit of power driven machinery looks about as large as a million dollars and about as difficult to acquire. The idea, of course, is bred from greater or less familiarity with the more elaborate and expensive equipments which are justified at larger plants, where a liberal working capital permits the expenditure of considerable amounts of money in ways which promise a return only at the end of long periods or in very small though regular instalments. The main difficulty is in securing an adequate source of power. From the viewpoint of the small operator the power problem is more or less of a stumbling block, because no direct income is promised for the necessary outlay and because the outlay which it is generally supposed is necessary seems totally disproportionate to the benefit which it will bring in.

A lathe, for example, becomes absolutely necessary where any machine work is to be undertaken; and such a machine can be purchased at very moderate prices either by going into the market for one of limited qualifications or by buying at second hand; a brazing stand and foot pump for inflating tires are other devices which sooner or later become necessary in the ordinary line of business—so essential, in fact, that they may be considered indispensable. But the outlay of one hundred dollars or more for a motor, which will not earn one cent directly, but actually will entail a continuous outlay, depending upon the amount of time it is in use, becomes an investment which is apt to be regarded more or less in the light of a luxury.

The wisdom of such an outlay is not difficult to appreciate, however, when there is work enough to keep one or more of the tools in use for the better part of the average working day. It takes power to accomplish anything, no matter in what direction the outlay may be expended; and since mechanical power is cheaper than man power, especially when the latter is obtainable only at the price of skilled labor, it is extravagant to use up the muscular energy of an expert mechanic in "kicking" a lathe. Were it possible to use the labor which he expends in that way for other purposes, he would accomplish more in a given time and do better work into the bargain.

Nor does the power problem necessitate as large an outlay of money as might be supposed. In all cities and large towns electric current for power purposes is obtainable at astonishingly low rates; and it possesses the advantage that its cost is directly proportional to the amount of work it is called upon to perform. For shops which are so located that electricity is not available at reasonable rates, the small gasolene engine affords cheap and efficient power service, requiring no skilled attention and also demanding little or no outlay when not in use, and the wonder is that it is not more often employed.

The fitting up of a shop calls for sound judgment and considerable mechanical skill. It is necessary, first, to determine what equipment is absolutely necessary, and to choose from what is available for the purpose, that which will pay for itself soonest and will be of the greatest all around service. It must be installed properly, kept in good condition, improved and increased in scope as fast as conditions warrant the outlay, and, finally, it should be discarded and replaced with better equipment just as rapidly as possible. For it is a principle rigidly adhered to in large plants, and one which is equally applicable to small ones, that idle and useless machinery is a wasteful and needless expense. But the power operated machine affords opportunities for new work and more work and for expansion generally that are not to be overlooked by the man possessed of a spark of ambition.

"Enclosed please find check, for which continue our subscription for the Bicycling World. We find we are many times repaid for our expenditure, even though we are not interested in motorcycles; in fact, we are the only exclusive bicycle dealers in this city."—Hickman-Barr Cycle Co., Birmingham, Ala.

IS A "KNOCKER" AND PROUD OF IT

Pacific Coast Sage Declares Himself and Contrasts the "Knocker" and the Human Jelly Fish.

"It's everybody's business
In this old world of ours,
To root up all the weeds we find,
And make room for the flowers;
So that every little garden,
No matter where it lies,
May look like one God made,
And call it Paradise."

"There are two kinds of knockers, and a knocker is not necessarily a fly in the ointment or a death's head at a feast," remarks Pacific Motoring.

"The man who knocks on wrong is a benefactor. The man who knocks on right is a destroyer.

"The knocker, to knock to any advantage, must have some rough edges and hard corners. We can't cut much ice with a spoon, nor reap much hay with a sponge.

"If we are going to accomplish anything by knocking, we have to bark somebody's shins, or they'll never notice us. If you're just careful whose shins you kick, and tread only on the corns of the man who is where he should not be, you can acomplish some good in the world.

"The world loves a knocker, provided he is knocking on the right side, and in fact has more use for a knocker on the wrong side than for a sort of mental blanc mange that doesn't do anything but wear out clothes and fill a place at the table. The stingaree may get his stinger into the wrong man sometimes, but it makes us all sit up and take notice, while the jelly fish is kicked out on the sand by every bare-footed urchin that comes along.

"The man who knocks is like the stingaree, he may go wrong often, but we're always hoping he will get his stinger into the right man sometimes. The man who doesn't knock at all does not do anything. He is like the jelly fish, pretty to look at perhaps, but he doesn't knock any of the rough edges off the rocks, and isn't even good for a pin-cushion to stick things into.

"The man who knocks on good things is like the man in the boat who knocks on the bottom of the boat—if he knocks hard enough to acomplish anything he will sink himself. Pure knocking from a motive of general cussedness simply destroys without substituting something better.

"This magazine will be a knocker, and it intends to knock hard enough to make some fur fly occasionally, but it will be very careful to knock on the right side, the side of decency, right and justice. Like the stingaree, we may lance the wrong man unintentionally occasionally, but just show us the right thing and watch us get our stinger into it.

"A man is big just according to how he does things. Meat doesn't count except in the packing house. We know some great big handsome bags of flesh that would make elegant picking for the Fiji Isalnders, who, in the sense that we measure men, are smaller than pismires. You never heard of them? No. And never will. You never see such men unless you step on them and feel something mushy and slippery underfoot. We have some respect for a devil of a fellow, even if he does get off the wrong foot first, for we have hopes that he will some day see the error of his ways, and right about face—but these big bags of wind—faugh!

"Give us a knocker. Give us a man that does things, a man who thinks and says things worth noticing."

COMING EVENTS

April 17, Brooklyn, N. Y.—Linden Motorcycle Club's 150 miles run to South Haven, L. I., and return; open.

April 24, Valley Stream, N. Y.—Century Road Club Association's 10 miles handicap road race; open.

May 1, New York City—Courier Cycle Club's first spring century run for bicycles and motorcycles; open.

May 29-30, Newark, N. J.—New Jersey Motorcycle Club's 350 miles endurance run to Easton, Pa., and return; open.

May 30, Springfield, Mass.—Springfield Motorcycle Club's 500 miles race at Springfield Stadium; open.

May 30, Plainfield, N. J.—Plainfield Bicycle Club's 25 miles handicap road race; open, and 2 miles road race for boys.

June 5, New York City—Century Road Club Association's annual century run from Columbus Circle; open.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

STORES OF WHICH THEIR OWNERS ARE PROUD

(VI.) FRANK B. WIDMAYER CO., NEW YORK CITY: AGENTS FOR INDIAN AND EXCELSIOR MOTORCYCLES.





Simplest Form of Puncture Preventer.

If the average cyclist or motorcyclist appreciated how many punctures are prevented by the simple expedient of securing a piece of wire or even of twine across the stays of the rear forks about an eighth of an inch above the tire, few machines would escape such "treatment." The simple device will remove many a nail or thorn before it has been driven into the tire.

DEFEAT GREAT BRITAIN'S BEST

Trio of American Machines Take One, Two, Three in the Hour Race at the Brooklands Cement Track.

Never in the history of motorcycle racing in Great Britain has a foreign machine made so complete a clean sweep as occurred on March 16th, when three American-made Indian motorcycles captured the first three prizes in the hour Tourist Trophy race at Brooklands track.

The event was the feature of the inaugural meeting of the British Motorcycle Racing Club, and the fact that the only three American machines in the race—arrayed against seven of Great Britain's fastest—managed to finish one, two, three, is a feat unprecedented in the annals of international racing. The three victorious riders were C. E. Bennett, W. O. Bentley and G. Lee Evans, all riding 5 horsepower Indian motorcycles, and Bennett, who covered 59 miles 870 yards, could have largely increased this distance had it been at all necessary.

The meeting began with the All Comers' Handicap, open to all machines not exceeding 1,000 cubic centimeters cylinder capacity, and 13 riders were dispatched by Starter Ebblewhite. The distance was 8.48 miles, taking the competitors twice around the track from the start at the fork, and then finishing on the straight. The starters, in the order of their handicaps, were: C. Patteson, Moto-Reve (4:00); H. Martin, Martin-J. A. P. (2:20); W. Chitty, Uxbridge (2:20); H. L. Cooper, Triumph (1:55); A. P. Maitland, Trump-J. A. P. (1:51); F. A. McNab, Trump-J. A. P. (1:51); G. Lee Evans, Indian (1:09); H. H. Bowen, Bat (1:09); C. E. Bennett, Indian (0:36); D. R. Clarke, Indian (0:36); W. O. Bentley, Indian (0:36); A. Oberlander, N. S. U. (0:25), and H. V. Colver, Matchless (scratch).

The finish undoubtedly was sensational. H. Martin, with his big handicap, had opened a wide gap and seemed an easy winner, when his trembler blade loosened. Martin, however, did not intend to give up, and with one leg over the saddle, and using the other as a propeller, he got the machine across the tape, and was awarded first prize, which decision, however, may be reconsidered as the machine was out of commission. Some aver that Martin did not actually cross the tape, but stopped just short of it. The real excitement, however, was in the fight for second place. Just as Martin stopped Bentley (Indian), Bowen (Bat), and Colver (Matchless), came tearing around the bend into the straight neck and neck. The battle down the stretch was of the hair raising order, and when the trio finally crossed the line they were so close together that a blanket could easily have covered them with more to spare, Bentley on the Indian leading. Bowen was third and Colver fourth. The remaining contestants finished in the order named: McNab, Patteson, Bennett, Cooper, Chitty, Maitland, Evans and Clarke. The real feature of Bentley's performance was that he mistook the finishing signal and started to slow up with still a lap to go. Then he realized his mistake and hammered out a pace that made the spectators dizzy.

A buzz of excitement was apparent among the spectators when the one hour Tourist Trophy scratch race was called. The reason is simple, as the machines eligible were those complying with the regulations for the forthcoming Tourist Trophy road race to be held on the Isle of Man in May, and this race gave a line on the riders and machines. Ten riders started, as follows: F. A. McNab, Trump-J. A. P.; C. E. Bennett, Indian; G. Lee Evans, Indian; A. C. Maitland, Trump-J. A. P.; H. H. Bowen, Bat; W. O. Bentley, Indian; C. R. Collier, Matchless; M. Geiger, V. S.; A. G. Fenn, Triumph, and A. Oberlander, N. S. U.

With the exception of Oberlander, all the riders got away well, C. E. Bennett leading Bentley and Evans by a few yards at the end of the first lap. Bowen, Collier, McNab, Geiger, Fenn, Maitland and Oberlander followed in the order named. In the second lap Bentley was pressing Evans closely, and Fenn went around Geiger. The race practically was over after the third lap, when Bentley passed Evans, for the three riders—Bennett, Bentley and Evans—kept in "Indian file" from then until the finish. Bennett increased his lead lap by lap, and reeled off the circuits at the rate of 62 miles an hour until he succeeded in lapping Evans. Then, satisfied that he grasped victory, Bennett cut down his pace, and kept a few inches ahead of Evans for the remainder of the journey. Geiger retired in the seventh lap with valve trouble, Maitland quit in the eighth lap and Oberlander in the succeeding round. Collier kept going for 17 laps, when he retired.

Fifty miles were covered by Bennett in 49:55⅗, which constitutes a new British record for machines within the 750 cubic centimeters classification. The summary:

First, Bennett (Indian), 59 miles 870 yards; second, Bentley (Indian), 58 miles 1,040 yards; third, Evans (Indian), 55 miles 690 yards; fourth, McNab (Trump-J. A. P.) 54 miles 1,715 yards; fifth, H. H. Bowen (Bat), 54 miles 1,420 yards; sixth, A. G. Fenn (Triumph), 48 miles 1,020 yards.

One of the most interested spectators was H. R. H., Prince Francis of Teck, K. C. V. O., D. S. O. It was the first time he had ever witnessed motorcycle racing, and —it was the first time royalty has graced a motorcycle meet, by the way—became so enthusiastic that he was prevailed upon to present the prizes after the race, as well as the medals won last year upon the track. During his remarks Prince Francis of Teck congratulated the three riders of the Indian, saying that he considered it most remarkable to find one make of machine capture the three prizes in a race of that description.

CHANGE IN CHAMPIONSHIP SERIES

Will Start in May, and Concluding Event Will Prevent Last Year's Difficulties —Conference Settles Details.

That there will be no cause for complaint concerning the running of the professional sprint championship this season, as there was last year, was made plain last week, when a meeting between representatives of the riders and the National Cycling Association's board of control was held. A satisfactory agreement was reached and rules for the season were made.

The meeting, which was held in Newark, N. J., Friday night, March 25th, was attended by First Vice-President C. B. Bloemecke and Chairman of the Board of Control R. F. Kelsey, of the National Cycling Association, and Manager J. M. Chapman, of the Newark Velodrome and associated tracks, representing the official and promotion interests, and Walter A. Bardgett, Frank L. Kramer and Joe Fogler, who spoke in the interests of the bicycle riders.

With a circuit of bicycle tracks in Newark, N. J.; Revere Beach, Mass.; Providence, R. I., and New Haven, Conn., it is apparent that there will be more bicycle racing in the East this season than there has been for many years past. In view of this it was decided to start the circuit championship on May 30th, and continue it until October 2, instead of waiting until after July 4th, as formerly. The championship races, which will be scored as usual—5 points for first, 3 points for second, 2 points for third, and 1 point for fourth places—will be at distances of ¼ mile, ½ mile, 1 mile, 2 miles and 5 miles.

Instead of running the 2 miles championship races in one heat, there will be several heats, and pacing will prevail in the final heat, at the option of the promoter. The five miles race will be run as one heat, but will be limited to 30 riders, those who won points in the championship being eligible. In the case of a close finish at the end of the season, where one race would decide the title, the concluding championship will be at one mile.

It will be seen that this should make the championship series this season a harmonious affair. Last season, it will be remembered, Frank L. Kramer and A. J. Clarke headed the list of riders in the number of points gained, when there remained only one race to be run. A victory to either would decide the championship. The distance was made 5 miles, it being stipulated that the race would be run as one heat. Kramer refused to ride in the event unless it was changed to a heat race, and at the last minute Chairman Kelsey, who also acted as referee at the Newark meets, changed the event to suit Kramer. As a result Clarke and several of the other good riders stepped down and refused to ride. The re-

sult was that Kramer was practically given the championship. The new rules will prevent a recurrence of that deplorable episode.

In justice to the riders it also was decided at the meeting last Friday night that any rider entering a protest shall be given a hearing before the board of control, and any point at issue will not be decided solely by the chairman. In case immediate action is necessary, of course, the referee at the meeting will have jurisdiction.

PLAINFIELD'S ENTERPRISING CLUB

Its Members Aggressive in Cycle Racing, and Organization Active in Promoting Events—Races Scheduled.

Although organized only a year ago last Sunday, 20th inst., the Plainfield Cycling Club, of the New Jersey city of that name. has, under the able management of Jack Horner, become an aggressive factor in it is thought that permission can be secured from Mayor Newton B. Smalley and the Somerset county board of freeholders. Daniel M. Adee, president of the National Cycling Association, has been asked to referee the event. Besides the 25 miles handicap, there will be a two miles road race for boys between the ages of 10 and 15 years.

The Labor Day meet also should attract the cream of Eastern road riders. The program includes a 10 miles open handicap road



RACING TEAM OF THE PLAINFIELD CYCLING CLUB OF PLAINFIELD, N. J.

Another important subject that came up for discussion was the matter of clothing. All riders, not only professionals, but amateurs as well, must appear in clean clothing if they wish to be permitted to ride, otherwise the referee will bar them from the meet. This much-needed reform is a step in the right direction, and the better class of riders hope that the referee will enforce it. It is not improbable that the association will insist upon the riders nominating their colors and riding in them at all meets. This practice is in vogue in most of the European countries and in Australia, and could well be followed in America, as it would enable even the occasional spectator to follow the fortunes of a rider with greater ease.

metropolitan racing affairs. The racing members of the club have made a reputation in road and track races and this year expect to produce a champion from among their number.

The club also will figure largely in promotion of events this season, two big race meets already having been announced, with a third in prospect. On Decoration Day the club will repeat the Plainfield Cycle Derby—a 25 miles handicap—which was inaugurated last year so successfully. About 75 riders competed in the race last year, and Manager Horner hopes to secure double the number of entries for this year's race. It is the plan of the committee to conduct the race on the North Plainfield-Mountainside course, which was used last year, and

race, a one mile county championship, and a mile race for the championship of Plainfield, in addition to a two miles event for boys.

The Merchants Association of Plainfield is endeavoring to establish a civic holiday, and if they are successful, the Plainfield Bicycle Club intends to organize the sports part of the program.

The accompanying photograph shows the racing team of the club for the present season. Reading from left to right they are (back row) E. McNee, E. S. Bird, Manager Jack Horner, Percy Haberle and M. Sillman; (middle row), S. C. Haberle, Raymond Mantz, George Adams, George Simon and Jack Todd. Sitting on the floor in front, holding the cup, is R. Jacobi.

TWO MEETS ON A DENVER SUNDAY

Rival Tracks, Only One of Which is Sanctioned, Draw Crowds for Motorcycle Races—Close Finishes Rule.

Despite the warning that any rider who competed in the unsanctioned race meets held at the Broadway Park, Denver, Col., would be barred from future competition at meets held under the jurisdiction of the Federation of American Motorcyclists, two meets again took place in the Queen City Sunday last, March 27th. Both were well attended, although the larger crowd went to the Tuilleries track, which had been granted a sanction, more than 5,000 persons being at that track, where no admission was charged. At the Broadway Park track about 2,500 persons were present.

Last season the majority of the races held in Denver took place at the Tuilleries saucer track, but early this season the management of the Broadway Park, a baseball venue, constructed a dirt track measuring 18 laps to 5 miles, and announced that race meets would be held every Sunday and holiday. The Tuilleries track had secured a sanction for its meets and riders were notified that they would be suspended if they competed at the Broadway meets. As a number of riders now have competed twice at the outlaw track it remains to be seen whether the judicial chairman of the Federation of American Motorcyclists' competition committee will take such action as the rules prescribe. It is presumed that all previous offenses do not count, as three unsanctioned meets already have been held at the Broadway Park course.

The crowd that journeyed to the Tuilleries track last Sunday certainly saw an exciting race—in fact, one of the closest ever witnessed in Denver. It was a 5 miles free-for-all, with Joe Wolters, A. S. Margason and D. C. Warren as the contestants. Wolters and Margason jumped with the gun for an even start, Warren getting away slowly. Lap after lap saw Wolters and Margason riding wheel to wheel, first one leading and then the other. At the gun for an even start, Warren getting away serve speed, and a neck and neck battle to the tape ensued, Wolters getting the decision by six inches.

The other events consisted of a five miles race for stock singles and one for stock twins at the same distances. Warren won the event for singles and Margason finished first in the second race.

The crowd at the Broadway Park was about one-half as large as the assemblage at Tuilleries, but the program was larger, though marred by several spills. One of the best events was a match between Earl Armstrong and J. Albright, both on 4 horsepower singles. The former won in 14 minutes even for the ten miles. The five miles free-for-all went to Glen Boyd, with Armstrong second and Albright third. The summaries:

Broadway Park.

Two miles bicycle, open—Won by Ed Williams; second, H. Gray. Time, 5:00.

Ten miles match, singles—Won by Earl Armstrong, Indian; second, J. Albright, Excelsior. Time, 14:00.

Five miles bicycle, motor paced—Won by M. L. Fredericks; second, Edward Lee. Time, 10:30.

Five miles open, stock machines—Won by Earl Armstrong, Indian; second, Glen R. Boyd, Indian; third, J. Albright, Excelsior. Time, 6.40.

Five miles bicycle handicap, motor paced—Won by J. E. Moberly; second, Ernest Smith; third, W. H. Watson. Time, 9:35.

Five miles free-for-all—Won by Glen Boyd, Indian; second, Earl Armstrong, Indian; third, J. Albright, Excelsior. Time, 6:14.

Tuilleries Track.

Five miles, single stock machines—Won by D. C. Warren. Time, 7:18.

Five miles, twin stock machines—Won by A. O. Margason, Merkel. Time, 6:18.

Five miles free-for-all—Won by Joe Wolters, Merkel; second, A. S. Margason, Merkel; third, D. C. Warren. Time, 6:10.

Linden Club Sets Date for Spring Run.

Sunday, April 17th, has been set as the date of the Linden Motorcycle Club's annual spring run over the roads of Long Island. The distance will be 150 miles and the course from the club's headquarters at No. 1604 Bushwick avenue, Brooklyn, to South Haven, Long Island, and return. Checking stations will be established at Oyster Bay, Cold Spring, Massapequa and South Haven, the dinner stop being at East Islip. The run will start at 8 a. m., and the entrants will be required to finish between 5 and 7 p. m., in order to qualify for the silver medals which will be given gratis to all who finish within this time limit. Entries will be received by Captain W. Elmer Finley, No. 1604 Bushwick avenue, Brooklyn.

Motorcyclists to Race for Good Roads.

The motorcycle riders of Wichita, Kas., are planning to conduct a series of motorcycle track meets, the proceeds of which will be donated to the local good roads fund. Although the Wichita track has not been definitely promised, Charles Jones, of the Jones Bicycle & Sporting Goods Co., one of the members of the committee on arrangements, states that he is certain it will be secured and that the race meets will be held. Acording to his estimates, the project should net at least $1,000 during the summer, and as this aid has been unsolicited it is more heartily appreciated by the good roads workers.

"The A B C of Electricity." Price, 50c. The Motor World Publishing Co., 154 Nassau street, New York City.

CLARKE ROBBED OF HIS VICTORY

Paris Racing Circles Stirred by Officials' Preventing His Being "Winter Champion"—Spectators Indignant.

Although he actually won, A. J. "Rocket" Clarke was robbed of the title of "winter champion" at the Velodrome d'Hiver, Paris, Sunday, March 20th. The "championship of winter," as the race is called, is the most coveted race annually held at the winter track and attracted all the big sprinters, Clarke among them. Through some stupidity the commissionaires disqualified Clarke in the first heat, and that sufficed to give the race to Friol.

Not in many years has such a scandal stirred Parisian racing circles. Les Sports, one of the leading French sporting dailies, says:

"Unfortunately a regrettable incident, due to an error on the part of the track commissioners, has robbed Clarke of the title 'Champion of Winter,' which he won 'hands down.' Deciding in an absolutely illogical manner, the track commissioners disqualified Clarke because the latter did not feel called upon to give way to a fantasy of Comes, who persisted in trying to pass him on the inside, although Clarke was clearly within the red line. It is inconceivable that Comes can deliberately and with impunity execute a series of illegal actions, and that directly under the watchful eyes of the officials. These remarks do not detract anything from the grand form shown by Friol, but in all justice, it is Clarke who should have been declared the victor." L'Auto, another leading French daily paper, is even more vociferous in its condemnation of the officials, and says the occurrence has given a "black eye" to French sportsmanship.

The "championship of winter"—the fourth annual—was run in twelve heats, with three men in each heat, the victory being decided by the addition of points, one point for first, two points for second and three points for third place. The rider having the least number of points was declared the victor.

The first heat was between Clarke, Comes, and Dupre, and that was the one which caused all the trouble. Clarke was riding well within the pole line, when Comes attempted to squeeze through on the inside. Clarke would not let him, and although he finished one wheel in front of Comes and two wheels in front of Dupre the commissioners disqualified Clarke. Despite the fact that the commissioners decided in favor of a French rider the spectators saw that Clarke was being done an injustice and they hooted and hissed for so long that the second heat was delayed.

In the second heat Schilling, Hourlier and Friol came together and the finish was as named, Schilling winning by about a wheel. In the third heat Pouchois defeated Ellegaard by a half length, with Mayer

trailing third. Clarke won the fourth heat from Schilling by a half length, while Mayer sat up. The fifth heat resulted in a victory for Friol, Comes and Pouchois being vanquished. Ellegaard showed speed in the sixth heat and managed to get home a wheel in front of Dupre, with Hourlier trailing.

Clarke made his third appearance in the seventh heat and beat Pouchois by the width of a tire, Hourlier coming in a length behind. It was the most exciting finish in any heat and Clarke was liberally applauded. The eighth heat saw Ellegaard lead Comes across the line, as well as Schilling and Friol had little difficulty in defeating Mayer and Dupre by three inches, while Pouchois was only a half wheel behind. In the eleventh heat a bare three inches separated Comes, Mayer and Hourlier, the order being as named. Clarke's only defeat occurred in the twelfth heat, when he met Friol and Ellegaard. Friol won by a length, with Ellegaard about the same distance behind Clarke.

The official classification by points gave Friol the victory by one point over Comes, with Clarke, Ellegaard and Schilling tied for third position. Pouchois was sixth, Dupre seventh, Mayer eighth and Hourlier ninth. Had Clarke not been robbed of the first heat he would have won the race by one point.

The other race of importance was the motor paced winter championship, competed in by Seres, Huybrechts and Nat Butler. The race went for one hour, and Seres covered 67.510 kilometers. Huybrechts was three laps behind the Frenchman, while the veteran American was 12 laps in the ruck at the gun. In justice to Butler it may be stated that he had considerable trouble with his pacing machines, having to change frequently from one to the other. Huybrechts, the Belgian, rode well throughout, and justified the predictions that he will make good.

Two Women, a Man and a Bicycle.

There yet may be bloodshed in San Jose, and all because of the sale of a bicycle. According to the story, the young lady to whom Antone Battlase was recently married, had prior to that event, agreed to sell a bicycle to Miss Grace Belinas, who works in a millinery store, for $5, the amount to be paid upon an agreed date. In the meantime Miss Gelinas was permitted to use the bicycle. The bicycle was not paid for at the time set, although a partial payment was made in the sum of $1.50. Thereupon, Battlase, on behalf of his wife, demanded the redelivery of the bicycle and offered to return the $1.50, but his offer was rejected. He later saw the bicycle in front of the store where Miss Gelinas works, and took it home with him. Then Miss Gelinas had Battlase cast into prison upon a charge of petit larceny. Miss Gelinas asserts that the sale was ratified by the acceptance of a payment upon the purchase price. And the entire Greek colony of San Jose is anxiously awaiting the result.

SPRING CROP MOTORCYCLE TRACKS

One May Sprout in Oakland, Cal., Where Prince is "Prospecting"—Salt Lake and Boston Possibilities.

Salt Lake City, Utah, which has supported bicycle racing so well during the past few years, is to have a motorcycle track, according to advices from Los Angeles. The dispatch states that Jack Prince, who built the Los Angeles and Springfield (Mass.) motorcycle tracks, and who has just completed a mile circular board automobile track near the former city, has gone to Oakland, Cal., where he will build a four laps circular motorcycle track. Prince already has entered into a contract to construct a track at Oakland, it is averred, and as soon as that course is under way he will go to Salt Lake City, where a four laps saucer also will be constructed.

It has been known for some time that several interests are desirous of building an exclusive motorcycle track in Salt Lake City. One prominent Salt Lake bicycle rider, who also has played successfully the role of a promoter of various sports, can secure capital sufficient to finance the venture. It also is reported that the Heath brothers, who control the Salt Palace bicycle track, are figuring upon building a motorcycle track in Salt Lake City, on State street, just east of the present bicycle track. Whether it is the Heaths or the other interests which have sought Prince's ingenuity cannot be ascertained.

Another motorcycle track is being talked of in Boston, but just who is behind the rumor cannot be learned. Boston undoubtedly would be an excellent location for an exclusive motorcycle track, provided a suitable location can be secured at a reasonable outlay. At the present rate of contemplated progression there will be a circuit of high speed motorcycle tracks in America within a few months.

Trophies Put Up for "America's" Members.

Announcement has just been made of the Century Road Club of America's national awards for club members for the ensuing season, and the list shows that the organization, under its present corps of efficient officers, is doing more to stimulate interest among its members than any other club or association in America. In respect to centuries and mileage ridden during the year the three leaders in each competition are offered two gold and one silver medal, and three medals also are offered to the members bringing in the greatest number of new members. Samuel Popper has affered a solid gold, diamond studded medal to the member who, during the year, succeeds in breaking the 100 miles unpaced road record of 5:23:40, now held by Joseph Kopsky, while R. S. Campbell has put up a gold medal to any rider breaking the 10 miles unpaced road record now standing to the credit of Jerome Steinert, at 26:47⅗. Another trophy—a silver loving cup—is offered to the member scoring the greatest number of points on the basis of 500 points for every new member obtained, 100 points for every century ridden, and ½ point for every mile over and above a century. This cup has been donated by President Bailie, Vice-President Leuly and Secretary Mommer. A 24 hours team race has been proposed for August 20th, and P. A. Dyer has promised a valuable prize, in addition to a trophy to be awarded the member securing the greatest number of points in a series of handicap and scratch races open only to members of the New York State Division, the other divisions having similar competitions for their members.

Trolley Towing Costs Another Life.

Riding a bicycle beside a street car with one hand resting on the car, a most dangerous practice against which cyclists have been warned again and again, sent Joseph Deinhardt to his death, Friday morning, March 25th, at Buffalo, N. Y. Deinhardt was riding his bicycle along Sycamore street when a car came along. According to the story told by the motorman of the car, Deinhardt came alongside and placed his hand on the gate of the front platform upon which the motorman was standing. He rode thus for a short distance, then lost his balance and fell. The car was stopped quickly and the conductor and motorman went back and found the body of the young man. The rear trucks had passed over him, crushing his chest, his abdomen and his pelvis. Deinhardt was single, and 24 years old.

Salt Palace Track Litigation Settled.

The extensive litigation over the Salt Palace property in Salt Lake City, Utah, finally has been settled and a judgment by stipulation has been entered by Judge Morse of the district court in that city in the case of J. R. Walker and others against Frederick Heath. Heath is awarded the Salt Palace and the bicycle track and several other improvements upon the property upon payment of $5,000 in cash to the Walkers. The money was paid over Tuesday last, and the case finally settled. Although the suit, which was entered by the heirs of the Walker estate, has been in progress several years, it in no way interfered with the management of the bicycle track, which has been conducted by the Heaths.

Rain Causes Los Angeles Postponement.

Although Easter Sunday in the East was the finest day of spring, the Pacific Coast was not so fortunate as regards the weather. Southern California was particularly unfortunate in this respect and the deluge in Los Angeles, which lasted all day, caused a postponement of the Los Angeles Motorcycle Club's race meet that was to have been held at Ascott Park. It was to have been the biggest meet of the year, had not Jupiter Pluvius interfered.

FISTICUFFS FOLLOW ARMORY RACE

Vanden Dries a Victim of Foul Tactics—Disqualified Competitor Hissed and a Small Shindy Results.

The five miles bicycle race created the excitement of the evening at the annual games of the Loughlin Lyceum, held in the 47th Regiment armory, Brooklyn, Wednesday night, March 30th, but not in a way that reflected any credit on two of the participants. A spill put two of the competitors out of the going in the first mile and they remounted when a lap to the bad. Hugh Brown, of the 23d Regiment; Walter Raleigh, of the Acorn A. A., and William Vanden Dries, of the 22d Regiment, were then in front and rode in that position throughout the race. Vanden Dries several times attempted to pass, but each time he did so Brown and Raleigh swung out and interfered. It follows that Vanden Dries could not pass and Brown finished first and Raleigh second.

The team work and foul riding was so glaring that the big crowd of spectators hissed and hooted Brown and Raleigh when they finished, while Vanden Dries was cheered. The last-named protested and the referee disqualified Raleigh and gave the second prize to Vanden Dries. To the spectators it appeared that Brown was just as much at fault as Raleigh, and also should have been disqualified, but the referee could not see it that way. The time was 13:24⅗.

After the race Raleigh tried to pick a fight with Vanden Dries, it is stated, and several blows were exchanged. The belligerents were separated, however, before they did any damage.

Vanden Dries this winter has been invincible upon the flat floor and as a result a lot of other riders have become so jealous of his success that he has had a hard row to hoe. Combinations against him are the rule at nearly every race, the Brooklyn riders being the most flagrant offenders.

Chicago Road Rider Makes Good Indoors.

Herman Hultgren, who bears a good reputation as a road rider, won the two miles bicycle race at the Riverside rink, Chicago, March 23d. George Klasen was second and A. Samlow third. The time was 4:57. At the end of the first mile the riders bunched and a spill occurred, five riders going down. E. Kockler was the most unfortunate, as he broke his collar bone. C. Lodal was badly bruised. The two miles handicap at the same rink Sunday afternoon last, 27th ult., was won by Joe Mesigal, who was a prominent contender last season on eastern tracks. Mesigal started from scratch and won handily. Because of the large field the race was run in two qualifying heats at one mile. The first was won by Samuelson, with Peterson second, Horch third and Bigelow fourth. Time, 2:29. The second heat went to Lodal after a pretty sprint with A. Peterson. Anderson was third and Mesigal fourth, the time being 2:14.

Pouchois Hailed as Coming Champion.

Springing suddenly from the ranks of the unknown last year, there is one French rider who gives promise of becoming a world's champion—at least the Parisian "fans" have touted him as a very probable victor at this year's international meet. Before last year's Grand Prix meeting in



GUSTAVE POUCHOIS

Paris, Gustave Pouchois was practically an unknown professional sprinter. By winning that much coveted honor—the Grand Prix—Pouchois instantly was recognized as one of the foremost sprinters in the world. Since last year Pouchois has made good and this year gives promise of fulfilling all the prophecies that have been made regarding his ability. At the second meeting of the winter track Pouchois scored a victory over a former world's champion and his latest race saw him tied with Victor Dupre, the present title holder. Pouchois has a very fast sprint, and he also has displayed the sagacity of Friol, Poulain and Ellegaard, which is, of course, the most valuable asset in match races.

Rochester Club to Incorporate.

The Rochester (N. Y.) Motorcycle Club shortly will "take out its papers." At the last meeting of the club Ward H. Fisher, George J. Wagner and J. Maurer were appointed a committee to arrange the details of incorporation.

ACTIVITY IN WESTERN MICHIGAN

Grand Rapids Club Programs Three Big Events—Local Railway Company and a Pioneer Cyclist Offer Prizes.

That Grand Rapids will be very much on the bicycle map this season is the cheering news that comes from the Michigan city. The Western Michigan Cycle Club is at the helm of local affairs and interest in the sport is such that augurs well for the outcome of the plans that have been made by this live bicycle club.

The club already has planned for three big meetings during the forthcoming season and the local trade association has donated a large purse to the club to be expended for prizes, and it is assured that the merchants of the city will respond generously, as they have done in the past.

The first meeting will occur on May 30th, when the local Y. M. C. A. and the Western Michigan Cycle Club will combine in promoting a State field day, at which bicycle races will be the feature. A match race between the fastest rider in Grand Rapids, to be selected by a series of preliminary races, and the fastest rider in Chicago, is expected to prove the drawing card at the Decoration Day meet. The annual 15 miles handicap road race will take place on July 4th, and a state championship meeting is projected for Labor Day.

That the Western Michigan Cycle Club will be successful in renewing interest among the Grand Rapids people in the sport of bicycle racing is evident. Already a deal of local enthusiasm has been kindled and the work of the club is being asserted. The Grand Rapids Street Railway Company has become interested to the extent of donating two $50 gold watches as prizes, and will extend further assistance later on.

One interesting contest has been devised by James Benjamins, of the Leonard-Benjamins Co., and it is probable that it will take place at the Decoration Day meet. It is planned to suspend upon a wire about 50 yards from the finish a bunch of American Beauty roses. The rider who reaches the roses first and rides with them across the tape will be awarded a suit of clothes. Benjamins was the first man to ride a bicycle in Grand Rapids, and still is interested in the sport.

The officers of the Western Michigan Cycle Club are: President, Arthur Gillett; vice-president, Stewart Middleton; treasurer, John Love; secretary, Ray O. Dennison.

Says Root Will Race in Europe.

Edward F. Root, the famous six days rider, shortly will return to Europe, according to advices from Paris. It is stated that he has made a contract with Kruger, but the identity of Kruger remains unknown—at least, on this side of the Atlantic.

Springfield's 500 Miles Race Plans.

Although no announcement of the entries as yet has been made, it is understood that plans for the proposed 500 miles amateur motorcycle race at the Springfield (Mass.) Stadium on Decoration Day, May 30th, are progressing, and that the meeting will take place as originally planned. The project was first broached during the New York show, and as nothing since was said about it it was supposed that the project had fallen through. The race will be held under the auspices of the Springfield Motorcycle Club, and according to present plans, it is intended to start the riders at 8 o'clock in the morning, which should bring the finish between 4 and 5 o'clock in the afternoon, in time to permit several match races and event for private owners. The prizes, as originally stated, will consist of diamonds, the first award being valued at $300. The second prize will be worth $150 and the third prize $50. The present record for 500 miles is 10 hours 22 minutes 36 seconds, made by Charles Spencer last October, when he made his memorable 24 hours ride and made a world's record for the time and intermediate distances. In a competition race with eight or nine machines in the running it is thought that this record will be cracked rather deeply.

Tall Tale of a Thrilling Trip.

Once again the conversation had veered round to thrilling adventures.

"That reminds me of an experience I had some time ago," remarked a member. "I was riding a brakeless bicycle down a steep hill, when all of a sudden the chain snapped and I careened down the rest of the hill quicker than greased lightning.

"The road down the hill took a turn at direct right angles, and in the corner of the angle stood a cottage. I was wondering what the verdict would be at the inquest, when I saw a man rest a plank of wood against the eaves of the cottage.

"I went straight for the plank, over the roof, and down the other side. Luckily, the cottager's wife and daughters were shaking carpets, and, alighting on an outstretched carpet, I was gently lowered to the ground."

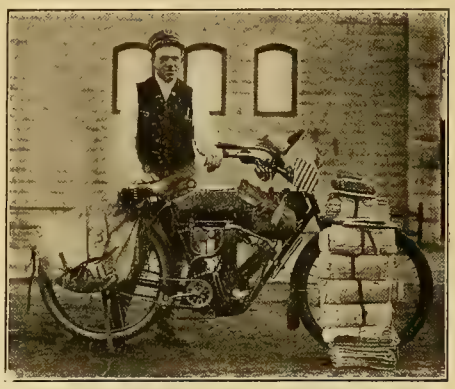
A dead, dull silence descended on the company, which was broken by the hissing of a soda siphon.—Tid-Bits.

Benny and John Took and Were Taken.

Benny Bieniewski and John Barnes, two 14 years old boys, were not a bit bashful when they walked into the store of McDaniel Bros. on King street, Wilmington, Del., and deliberately walked away with two bicycle tires. Tires without a bicycle were a useless commodity so they walked further down the street and picked up a bicycle that had been left standing in front of a store, according to the police court records. Patrolman Green was put on the trail and he found one tire under the front steps of the Barnes boy's home, and the other secreted in the second story of the Bieniewski domicile. The bicycle was recovered from another lad, who, however, knew nothing about the robbery. Benny and Johnny will probably be given a chance to remain good by being sent to a juvenile home.

The Rural Carrier and His Load.

While it is quite generally nown that motorcycles are used to a considerable extent by rural free delivery carriers in covering their routes, few people realize the size of the loads which machines employed in this service are called upon to carry. A good idea of the burden of mail matter which is inflicted on the rural carrier and his mount is conveyed by the accompanying



picture which shows P. A. Beloof, a Kansas carrier who rides a Thor 5 horsepower twin, with which he has covered 5,000 miles of rough and hilly roads in traversing his route. His average load of mail weighs 50 pounds and is tributed over a route of 28 miles, which has 9 mail boxes; his average running time for the trip is two and one-half hours.

Lawson Looking for Loose Long Green.

Iver Lawson will be back east within a week, according to advices from Salt Lake City. It is said that Lawson is coming to New York to sign riders for the Salt Palace saucer track, but those acquainted with Lawson know that he is coming back principally because there are several loose dollar signs to be obtained at the Newark Velodrome. The Salt Lake season does not begin until May 30th, and in the meantime there are two months of racing and Lawson does not wish to remain idle until then.

Des Moines Police Using Motorcycles.

Des Moines, Iowa, has followed the lead set by other cities in the matter of making motorcycles a part of the police department equipment. Two machines have been purchased and will be retained at headquarters for emergency cases, and others will be secured if found necessary.

Rhode Islanders Elect Officers.

Officers for the ensuing year were elected by the Rhode Island Motorcycle Club of Providence, at its annual meeting last week, as follows: J. B. McLaughlin, president; W. A. Suddard, vice-president; W. L. Medhurst, secretary and treasurer; Hirah G. Baxter, press agent.

Chicago Considering Municipal Bicycles.

Although it recently added motorcycle officers to its police squad, strange to relate, Chicago has never had a squad of bicycle men in any of its municipal departments. The recent graft investigation in the Windy City, however, has made apparent the need of men to get around the city quickly, and the utility of the bicycle naturally was suggested. As a result a bicycle corps of city inspectors will probably be inaugurated in the street cleaning service with a view to avoiding the waste of tens of thousands of dollars a year in overpayments to favored owners of garbage teams, who have been in the habit of drawing a full day's pay for a half day's work. The new "flying squadron," as it will be called, will be made up of the ward superintendents in charge of street cleaning. It also is reported that the Merriam graft investigating commission will resort to bicycles, so that they may keep better tabs upon the work.

Puts "Major" Taylor Up in the Air.

The new sporting editor of the Salt Lake Evening Telegram, the other night, filled his college days pipe, took two or three long whiffs, went into a trance and dashed off the following:

"Lovers of cycling who have watched the game for a number of years will be interested to learn that the famous colored bicyclist, Major Taylor, who was a star performer on the wheel a decade ago, is making good as an aviator in France. The Major handles a biplane as well as he did a bicycle, and in France his name is coupled with Paulhan, Curtiss, Bleriot and the other stellar navigators of the air."

At last reports, not very many weeks ago, "Major" Taylor was quietly enjoying life at his home in Worcester, Mass., and had never gone up in anything more exciting than an elevator.

Macfarland and Clarke Expected Back.

It has been whispered this week, apparently authentically, that Macfarland and Clarke will soon be numbered among the starters at the local tracks. Macfarland and Clarke wanted $5,000 guarantee for the season, which the management refused to give, and promptly began negotiations with several foreign sprinters. Now it is said that the promoters have acceded to the demands of Macfarland and Clarke, and that the popular pair will return to America.

Ice Cream Collision Brings Damages.

An English motorcyclist has been awarded $1,750 damages as the result of a collision at night with an ice cream cart. Apparently there were two wagons, driven by Italians, and they were racing. The motorcyclist crashed into them, and as a result lingered between life and death in a hospital for several weeks. Another rider got $400 because a tandem team swerved to one side as he was about to pass, and precipitated the motorcyclist into a trench.

FROM KANSAS TO THE GOLDEN GATE

The Story of a Knockabout Tour Over Unfrequented Roads and that was Full of Happenings.

Those who want to see how big this world really is should take a trip across the continent on a bicycle. My trip was not entirely across the continent, but embraced a mileage of over 3,000 miles, over roads not usually followed by tourists, and like the fellow from Arkansaw who took his first ride on a train from Shoat Center to Little Rock, I can say: "If this world is as big the other way as it is this, she shore is a whopper."

The trip was taken with a desire to see the country, benefit my health, and with the mistaken idea that it would be cheaper than paying railroad fare. The latter was a grievous error. It cost more than riding on the cushions would have cost, but I do not regret the trip as it afforded sights and experiences that never would have been my portion on the great highway of steel rails.

My choice of a mount was Hobson's choice. An old "Globe Trotter," was all I possessed, and I did not feel rich enough to invest in a new wheel. Besides, the name "Globe Trotter" on the plate rather appealed to me and I thought the old wagon would carry me through. It was built as solid as a Dutch wife, weighed about 28 pounds, was geared to 68, and had no coaster or brake.

The trip across Kansas was of course interesting, but in no wise exciting or eventful. The monotony of level roads and good traveling was only varied by rainfall that laid me up for a day. Farm houses and towns all along the way rendered long rides and worry about where to spend the night unnecessary. Courtesy was common, and accommodations always were to be had at a nominal price, and in many instances, in the western part of the state, no pay would be accepted for meals and lodging for the night.

The first few days a 30 mile ride made me stiff and sore, but in a week I got so hard that a 60 miles ride caused no inconvenience. I did not think of mileage, preferring to be fresh the next day, and did not average over 35 miles a day in crossing the state of Kansas.

Upon reaching Denver I concluded to go to work at my trade as job printer and repair a ruinous hole in my pocketbook which was none too plethoric when starting. But positions were not standing around on the corners shouting for someone to come and claim them, and after a couple of days vain search, I turned my attention to something else. An employment agency told of a lumber camp down in the Catskill mountains in New Mexico, just over the Colorado line, that was fairly suffering for good teamsters and that for $3 they would send me down and guarantee a good job at big wages and the possibility of being taken into the partnership. It was the healthiest life in the world, they said, just the thing for a fellow in my fix. It looked good to me. I always did like the smell of pine timber, anyhow, and thought myself a good hand with a team. So to the tall timber for mine!

I pulled out for New Mexico on my old wheel, scorning the transportation offered, and reached Pueblo the first day. The pull up the divide to Palmer Lake took most of the ginger out of me, but the ride from there to Pueblo was a dream. All the way was down grade, on smooth gravel roads, and long stretches of fine wheeling made sprinting a joy, while interesting scenery enlivened the way.

Pueblo, the smoky "Pittsburg of the West," offered no inducements to linger, so at 7 the next morning I was hiking over the adobe hills and flats for Walsenburg. Riding during the forenoon was fine, though a little heavy, owing to the flour like adobe dust raised by the wool wagons freighting into Pueblo from the sheep ranches on the Huerfano, but towards noon the sun came down about 33 million miles closer to the earth, and the dust raised under my front wheel in a stifling manner. Longer grew the road, deeper grew the dust, and hotter grew the sun, and not a drop of water was to be had. Upon a deserted hut by the roadside a former occupant had nailed a sign reading: "1,000 feet straight down to water; 40 miles to wood, and no grub in the house; God bless our home." Appreciating his sarcasm, I pressed on, the sweat trickling down my face and making streaks in the coating of alkali dust. About 2 o'clock the cause of the oppressive heat became apparent. A black cloud rolled over the hill from the west; lightning flashed and thunder rattled like guns in a Mexican battle. A cold wind came howling ahead and soon big drops of rain began raising puffs of dust around me like bullets striking, making the idea of battle seem more real. There was no shelter to be found, so I had to take things as they came, and ride for dear life to keep warm and get as far as possible before the roads became impassable. Soon the sticky adobe mud began to roll up on the wheels and stick in the forks. Riding was impossible and even pushing the bicycle was out of the question, as the wheels locked within 10 feet after putting them on the ground. There was nothing to do but scrape off the mud with my hands as best I could and trudge along with the wheel on my shoulder through the driving rain. I was soon drenched to the skin, cold and shivering, and the clayey mud hung to my feet like half dried glue.

According to my cyclometer I had come 52 miles and should be within 3 miles of the Huerfano creek, where there was a cow camp. It was the longest 3 miles I ever wheeled, but like all other things, good and bad, they came to an end, and about 6 o'clock I came to the creek and found a cabin near the road and—Glory Hallelujah!—there was a light in it and smoke coming out of the chimney. With a sigh of relief I turned in with visions of a rousing fire to dry my clothes and a big feed to poke into my interior.

A Mexican cowboy met me at the door and to the request for food and lodging, shook his head and remarked: "No sabe."

I tried to make it understood by pointing to my wet clothes and to my empty stomach that I was hungry, wet and cold. Still he stood like a dummy shaking his head and reiterating, "No sabe."

Someone inside the cabin addressed a remark to him in English and I knew he was not so ignorant as he pretended, so began to present my desires more forcibly, pulling out some silver to show I had money to pay for the accommodations. Then he informed me in plain English that I could not stop there; that it was the bosses' instructions to keep no one and that I might as well pull on to Walsenburg, which was only 13 miles distant. I told him how impossible it was to ride the wheel, that I was cold, wet and hungry, having had no dinner, but he only shrugged his shoulders and replied:

"It is good enough for anyone who will ride one of those d—d things. Why don't you ride a horse like a white man and then you can get accommodations in this country."

That warmed me up somewhat, and I proceeded to tell him some things not necessary to put down here as they would not be allowed to go through the mails. Any good warm blooded, husky chap can guess what some of them were.

It wasn't very alluring, this thing of toting a 28 pound wheel on your back 13 miles through the mud on a dark night when your stomach is so empty you can't tell whether it is your stomach or your back that aches, but there was nothing else to do. Half a mile further a woman in a



buckboard overtook me, and, learning of my distress, invited be to come down to her husband's ranch, which lay three miles off the road, and spend the night. I thanked her, but was so mad I refused the invitation and kept on toward Walsenburg, cussing Mexicans in general and one in particular, every step of the weary way. Of course I got there. I had to. Several times I lay down flat on my back in the mud to rest and think up things I should have said to that Mexican, but at 11 o'clock finally stumbled into Walsenburg and was soon crawling on the outside of a beefsteak that nearly caused a famine in the restaurant. I was so tired and sleepy I forgot all about the Mexican and "pounded my ear" for ten solid hours, until 11 the next morning.

It was only a 40 mile pull into Trinidad so I started at 1 o'clock, expecting to make it by dark. But as is usual when one is in a hurry something happens, and ill luck made good this time. I ran over a cactus and put about a dozen punctures in each wheel. These are the meanest punctures in the world to fix. They make a tiny hole that is hard to find and cause a slow leak that is very annoying. I patched about six in each wheel and rode a couple of miles. Flat again. Repeated the performance. Same result. And the sun boiling down on the dobe hills about 120 in the shade, and no shade. If there is anything one loves to do better than patching a puncture in the desert sun that fries the grease out, it is something else. Did not keep a record of how many times I had the hind wheel out hunting holes, but do know it was dark long before the light of El Moro with its coke ovens came into sight, and Trinidad eight miles away.

The road is rough and badly cut up between El Moro and Trinidad and I had several tumbles trying to ride in the dark. One of them lamed me so I could hardly navigate. It hurt worse to walk than to ride, so I rode.

There was no wagon road from Trinidad to the lumber camp, so I left my wheel there and took the train. The railroad was a little one-horse affair running up a beautiful canon and winding around in the mountains until it reached Catskill, where the saw mill was located, and was used only for hauling lumber to the railroad and supplies to the camp.

I enjoyed the ride immensely. Standing on the top of a box car the cool breeze, fragrant with the odor of the pines, refreshed and invigorated one so he felt like a boy again, while the entrancing view of lofty pines, waving green grass and gurgling brooks pouring their crystal waters over moss-grown rocks in the cool places of the canon, was intoxicating in its beauty. Surely this was the land of promise.

Reported to headquarters at the camp and presented my passport for a job as teamster, but the foreman said the employment agency was a "phony" concern and had no orders to send men. He needed no teamsters, but I insisted so strenuously for some kind of employment that he finally put me to "offbearing" in the mill, with a promise of a team at the first opening.

My opportunity came in about a week and one morning found me proudly pulling the ribbons over as fine a team of fours as there was in camp, great spanking bays weighing 1,700 pounds each. The road up the mountain to the logs was no road at all, simply a way you could twist and turn among the trees and rocks to the top of the mountain with here and there a trench dug on the upper side to keep one from overturning where it was too sidling. By the time I reached the top I was not so sure I was a teamster, and my hair fairly stood on end to think of going down the same way with a big load of logs on the wagon. Their method of loading logs there was a new wrinkle to me and I found I had something to learn. Skid poles were placed against the bunkers of the wagon and a chain run from the wagon around the middle of the log on the ground. Then the lead team was taken off and hitched to the free end of the chain and the log pulled up the incline onto the wagon. It worked fine when you knew how and got the chain exactly in the center of gravity of the log, but when the chain was placed or rolled a little to one end the log would turn crosswise and cause no end of trouble. Got the first tier of logs on the wagon after much labor and many trials, but the first log on the second tier turned crosswise on the load, just balancing, on the first log. I could move it around freely and decided to straighten it with my hands and then have the team pull it the rest of the way. Accordingly I did so, and, taking a firm hold of the log with my arms, spoke to the team. They gave a big yank and the dog came out where the chain was fastened to the wagon and the log started the wrong way; I tried to hold it, but found that impossible. I let loose and started to run. But the log was right after me and coming two jumps to my one. The race was short, but highly exciting, to me, at least. The small end caught me by the heels and down I went, while the log kept on rolling up my legs. As it passed over my body I did some rapid thinking, and tried to burrow into the ground. I felt a knot break a rib as it passed over my body, and wondered if it would crush my skull, so drew my head down sidewise as far as possible under my shoulders. As the log rolled off my head it peeled one side of my face, and I knew the ordeal was over unless it took a fool notion to come back and climb upon the wagon again.

A swamper working near saw the performance and came rushing over expecting to find he as dead as a mackerel. My body had curled up like a shaving after the log, but the deep dust and the skid pole which had fallen beside me had saved me from death. Guess I was a sight as he pulled me out of the dirt, with my face covered with dirt and blood so he could not tell whether it was a human being or not.

I weakly called for water and he ran over to a tree cutter near by who had a jug of water and asked for it. The brute refused, saying he had only enough to last him for the day, but the swamper picked up an ax and allowed he would have that jug if he had to brain the other man to get it. He got it.

Finding I was not seriously injured the swamper finished loading my wagon while I sat in the shade and wondered whether I was alive or not. He offered to take my load down to the mill, but I insisted on doing it, so he put me on the load and started me for camp. I really don't know how I managed it, but I got there without a mishap, but was so stiff they had to take me off and carry me into the bunk house.

That ended my career as a logger. The next morning they put me on the train and sent me to the hospital at Trinidad where I remained two weeks. When I recovered I continued my journey and had other experiences which will constitute another chapter in themselves.

H. D. JOHNSON.

Number Pad for Blow Out Sleeve.

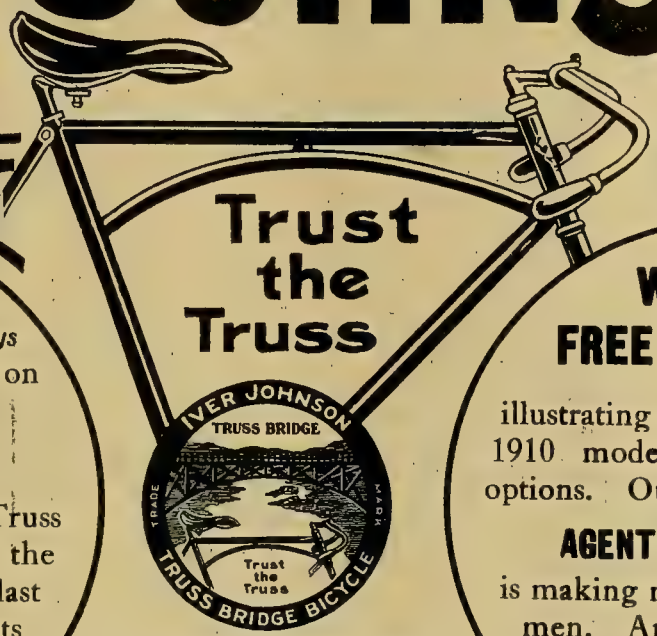
Blowouts of weakened and rotten casings usually happen when the rider is ill prepared to meet them, and these unexpected mishaps have been the means of developing many ingenious and original emergency repairs, in order that the machine might be ridden home. However, it has remained for a New Jersey motorist to devise under force of circumstances what probably is a brand new substitute for a tire sleeve, when a blowout occurred, leaving a long gap in the cover and his repair kit did not contain one of the necessary articles. Looking around for something suitable to temporarily close the gap in the casing, his eye fell on the leather number pad hanging from the saddle, and it was but a few moments when the insignia of legal permission to use the roads was safely ensconced inside the cover, performing a very different but far more valuable service. After wrapping the outside of the wound with tape, the tire was pumped up and ridden home, a distance of 15 miles, without further trouble and, fortunately for the rider, without molestation from the police for not displaying a number.

Chronic Borrowers of Tools and Parts.

Next in order of annoyance and unwelcomeness to the man who borrows trouble and retails it to those who accompany him on a trip, is the individual who neglects to carry spare parts and tools and borrows from his companions, returning neither, nor thanks for their receipt. Providence now has all it possibly can attend to keeping a watch over reckless riders who rush along at 40 or 50 miles an hour through places where angels dare not tread, without being inflicted with the additional burden of making up for the deficiencies of careless ones who depend on their companions or some good samaritan for tools or parts when in distress.

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From the Four Winds

Edmond Jacquelin, the erratic former French sprint champion, has definitely retired from racing, according to advices from the other side. He now is in Russia, interested in aviation.

With 25 names on the charter list, permanent organization of the St. Joseph (Mo.) Motorcycle Club has been perfected, and the following officers elected for the coming year: J. B. Herndon, president; J. C. Schneider, secretary and treasurer; J. Vangroken, captain. The club will affiliate with the F. A. M. and will endeavor to interest members of the female sex in the sport.

The season for match races between local "champeens" approaches. The first announcement comes from Hazelton, Pa., it being stated that Jim Harman and John Berlitz, two local cracks, will race to Beaver Meadow and return on May 30th, for a purse of $100. A Chanoski already has challenged the winner, and, in turn, has been challenged by Isidore Schodbrowsky.

F. E. Stratton and a number of fellow motorcyclists of Colorado Springs, Col., are planning to make motorcycle racing a feature of that city this summer and to that end are drawing up articles of incorporation of a club with $1,000 capital. The old Roswell race track is to be regraded and otherwise put in shape for weekly or bi-weekly meets.

The North Shore Motorcycling Club, of Chicago, at its last meeting, elected the following officers: President, L. J. Leonard; vice-president, Frank L. Bond; secretary, P. O. Dittmar; treasurer, James T. Paisley; captain, A. W. Baumann; first lieutenant, L. Galitzki; second lieutenant, B. Blankenheim. A membership committee also was selected, of which Charles Blankenheim was chosen chairman.

The Treptow track at Berlin reopened for the season on Sunday, March 20th, the principal event being a motor paced match between Demke, Schultz and Rosenloecher. The order of finish in both heats was as named. In the scratch race at 1,200 meters, Otto Meyer defeated Oscar Schwab by a half wheel, the American giving him a good battle. Pawke finished third, a length behind Schwab.

The opening gun in the motorcycle racing season in this section of the country will be fired at a meet to be held at Plainfield, N. J., on Saturday afternoon, April 16th. The affair will be held under the auspices of the Plainfield Motorcycle Club, the driving track having been secured for the purpose. A street parade will precede the meet. It is expected that all the metropolitan cracks will participate, a varied program having been arranged.

In the future motorcycles and automobiles will be barred from the fair grounds race track at Dayton, Ohio, on Saturdays, and the track reserved exclusively for horses on that day, according to an action of the county fair board last week. The track may be used on some other days, however, but unless the motorcycle club can make arrangements to use the track Sundays, it will be virtually without a track this summer, as race meets upon any days but Saturday and Sunday scarcely could prove profitable.

A speed guessing contest for motorcycles will be one of the features of the sportsman's show that will take place in Washington, D. C., next week, under the promotion of the Washington Sportsman's Association. The contest will start at the corner of Fourteenth street and Pennsylvania avenue, Sunday afternoon, April 10th, the course being to Silver Springs, Md., and return. The rider who finishes nearest to the predetermined time will be declared the winner.

The Illinois Valley Motorcycle Club, of LaSalle, Ill., bearing in mind the injunction about "taking time by the forelock," have announced an open track meet to take place in LaSalle July 4th. The club held its initial open meet on Labor Day last, and it proved so successful that another gathering is imperative. The secretary, A. B. Porter, writes that interest in motorcycling is increasing rapidly in his section and that new members are taken into the club at every meeting.

To encourage the entries of private owners in the Tourist Trophy race to be held on the Isle of Man in May next, the London branch of the Hendee Mfg. Co. has announced that it will present a silver trophy valued at $125 to the first private owner of an Indian to finish. It is likely that other concerns will follow the lead taken by the American concern, which should serve the purpose of inducing more private owners to enter the classic contest than otherwise might be the case.

Emery Austin, an 18 year old cyclist, at San Jose, Cal., had an experience one night last week that he is not likely to forget. Steering a bicycle with one hand, and carrying a pail of eggs, a couple of chickens and a bundle of clothing in the other, he attempted to cross in front of a moderately driven automobile. Austin was bowled over, but the eggs landed on the automobilist and his companion. They took the boy to his home and summoned a physician, who said that the injuries were not serious.

William Perkins, 25 years old, of Lynn, Mass., was killed on Tuesday of last week, when the motorcycle he was riding was struck by a Marblehead express train at the Loring avenue crossing, Salem, Mass. He was pulled from under the wheels and carried to the Salem hospital, but died two hours later. Perkins lived at the Y. M. C. A. in Lynn, and was accustomed to ride to the plant of the United Shoe Machinery Co., where he was employed, on his motorcycle. Whether there was a warning signal at the grade crossing is not stated.

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whatever you do, see that it is fitted with a comfortable saddle. For it is a matter of history that saddle discomfort is one of the influences that causes many men, and more women, to relinquish cycling.

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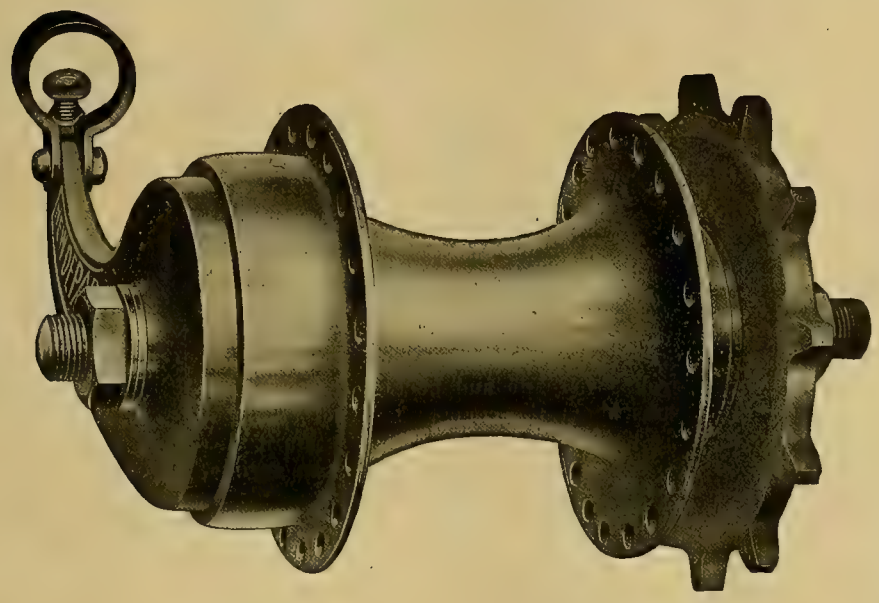


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Coaster Brake Licensors.

To Keep the Coil Clips Tight.

Coils sometimes are a loose fit in the clips, and as there is no takeup provided on the usual form of clips, the coil has a tendency to partly revolve back and forth in its cups, snarling the wires and imposing a strain on them which in time is likely to cause trouble. The best way to overcome the difficulty is to insert a liner of brown paper or tire tape around the inner faces of the brackets and then slip them over the coil, when they will act as packing and insure it remaining stationary. A better way, and one which would obviate the trouble altogether would be for manufacturers to split the clips and provide them with lugs and setscrews, so that they could be drawn up to the required degree whenever occasion requires.

Wood Whittling that Saved Walking.

Except possibly in the form of spacers in a battery box, and even then in rare cases, wood is about the last thing one would expect to find employed in the construction of a motorcycle, where steel reigns supreme. However, in cases of emergency wood is by no means to be despised as a temporary repair agent, as a New York City motorcyclist demonstrated a few days ago. While taking advantage of a balmy spring day to test out his machine—a single—after its winter vacation, he was suddenly called on for an exercise of his ingenuity by the breaking of the overhead rocker which tripped the inlet valve. There was no spare available, neither was there a repair shop in the vicinity; so, after a few moments' reflection, the rider looked about him for a suitable piece of wood and whittled out a makeshift rocker. Of course, the subterfuge did not have the clean cut lines of the factory product, neither did it possess an adjusting screw, but it was fitted sufficiently close to give a full valve opening and brought the machine home in good style. And it is possible that that same wooden rocker will do service again some day, for its owner has retained it as a souvenir of his ingenuity and for future emergencies.

How to Apply Chain Snap Springs.

Experience—and there is no better teacher—has taught that it is best to place the snap spring retainers of detachable chain links on the long motor drive chain, on the inside, next the wheel. While undoubtedly the detachable parts are more accessible when placed on the outside, the chances of trouble also are multiplied, for when the long chain rubs against the short one—as it does when slack—the springs often are torn off and then the side plate takes leave, the chain comes apart and either winds around the hub and buckles the stays, or jams about the countershaft and crumples the chain guard. In this connection it also is opportune to remark that snap springs should be applied with their open ends to the rear.

Precautions that will Preserve Tires.

Under no circumstances should gasolene or kerosene be used in washing tires, for both are solvents of rubber and their use will cause speedy dissolution of the tread. Water is the only liquid which is suitable for cleaning tires, and even with this apparently harmless body care must be taken that none of it is allowed to find its way to the interior of the casing, for it will cause rotting of the canvas and consequent disintegration. In many instances this decay is unsuspected, and its presence first is revealed when a heavy strain on the casing results in a blowout.

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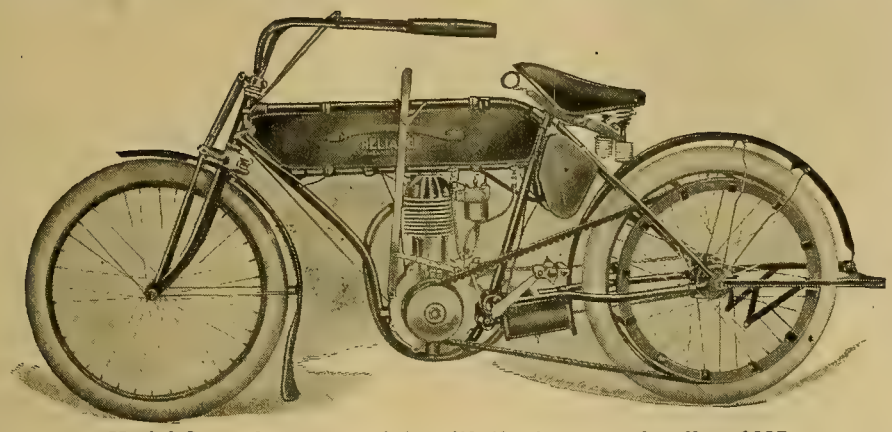


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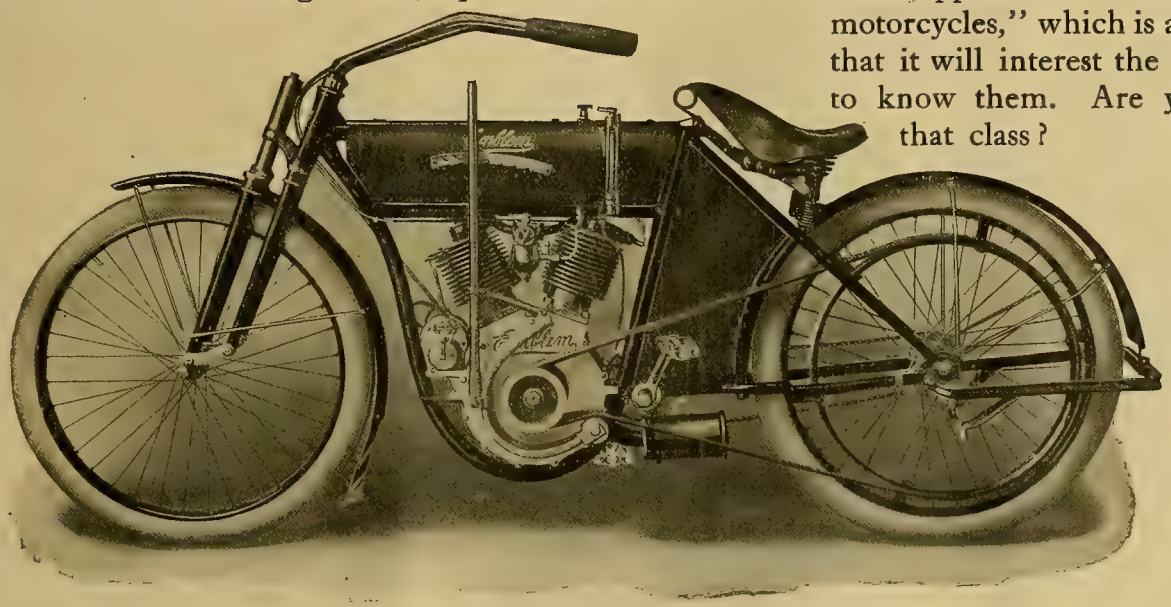
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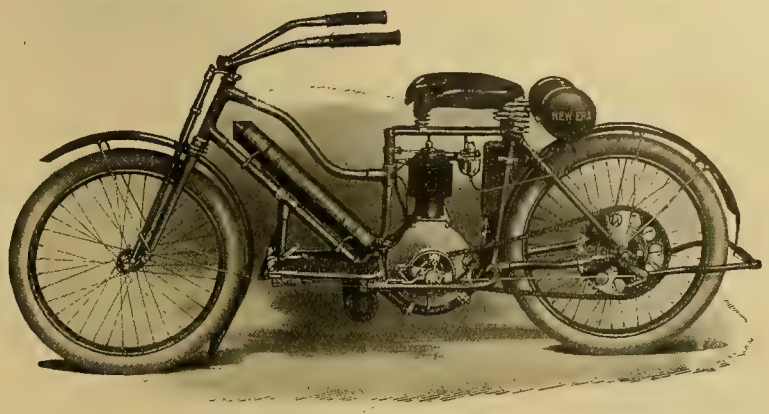
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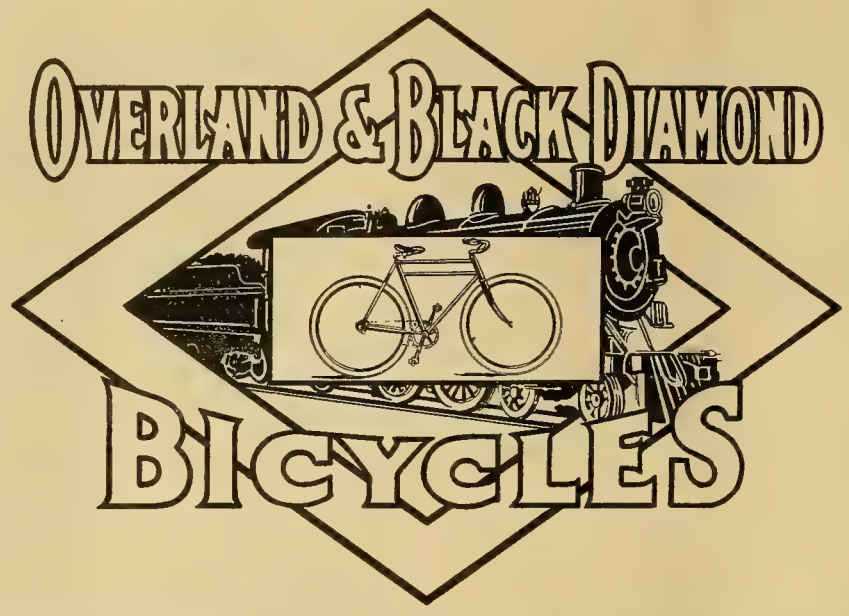
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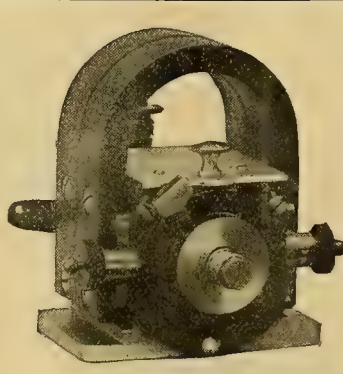
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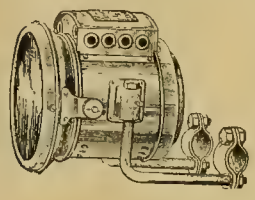
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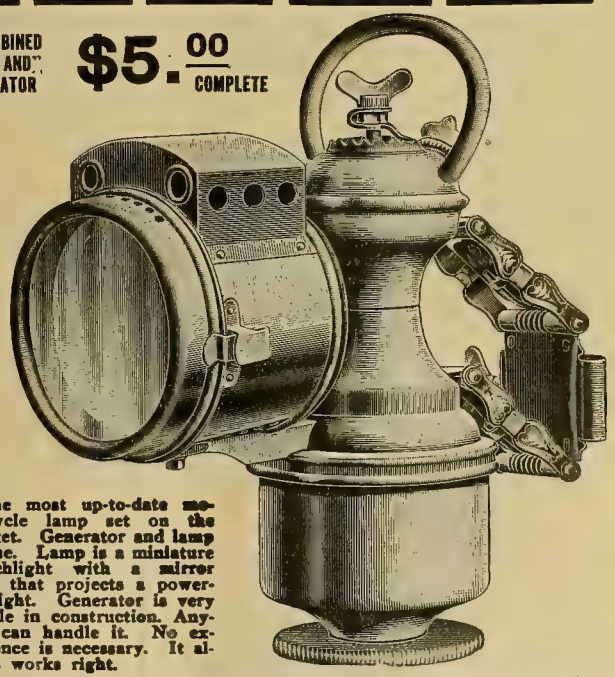
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J. C. FOLEY, Motorcycle Garage,
Jerome Avenue and 165th Street New York
Agency for Indian, Thor and R-S.
Repairs, Supplies, Storage.

BROOKLYN, N. Y.

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"THOR" AND EXCELSIOR MOTORCYCLES
Repairs, Supplies. Telephone, 769-W Bedford.

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CURTISS AND MARVEL MOTORCYCLES.
Repairs and Supplies.
1203 Bedford Ave., BROOKLYN, N. Y.
Telephone 3637 Bedford.

CLEVELAND, O.

L. J. MUELLER,
"THE MOTORCYCLE MAN"
INDIAN and MERKEL.
Repairs and Supplies.
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HENDEE MFG. CO.,
CHICAGO BRANCH: 1251 Michigan Avenue,
PERRIN B. WHITNEY, Manager.
INDIAN MOTORCYCLES.

ST. LOUIS, MO.

HURCK MOTOR AND CYCLE CO.
ST. LOUIS, MO.
Agents Indian Motorcycles.
All kinds motors repaired and sold.

BOSTON, MASS.

Bicycle and Motorcycle Supplies.
HUB CYCLE CO.
44-42 Portland St. BOSTON, MASS.

Mesinger Cavalry No. 3
Best Saddle for long distance.
H. & F. MESINGER MFG. CO.
1801-1803 First Ave. New York

SUNDRIES That Sell Wherever Bicycles are Sold

Bevin Bells



Bevin Toe Clips



Bevin Trouser Guards



We Offer
such a varied selection that all purses can be accommodated.

Our catalog illustrates the various patterns.

Bevin Bros. Mfg. Co.
EASTHAMPTON, CONN.

Who would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



Star Ball Retainers
WHO? Tell Us
The Star Ball Retainer Co.
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany



MOTORCYCLE MANUFACTURERS!





We make Nickeled Forged Cranks, Motorcycle Chain Adjusters, Mud Guard Braces, Steel Mud Guards, Bolts, Nuts, Washers, Steel Rim Washers.
etc. Write for quotations. *We do not sell to the dealer*
STEVENS & CO.
373 Broadway NEW YORK

Pfanstiehl Coils
Guaranteed for Five Years
Pfanstiehl Electrical Laboratory
NORTH CHICAGO, ILL.



GIBNEY WRAPPED TREAD
BICYCLE TIRES
WRITE FOR PRICE LISTS AND DISCOUNTS
JAMES L. GIBNEY & BRO.
PHILADELPHIA

STA-RITE SPARK PLUGS have "Stayed Right the Longest" for seven years. Get a set from your dealer and have "Plug Happiness." Repaired free of charge. Price now $1.00.
THE R. E. HARDY CO., 1735 Michigan Ave., Chicago
(Inc. 1900) (Formerly New York City)
Send for list of size plugs used in 305 cars and engines.





We make special
DROP FORGINGS
for motorcycles. Let us quote you from your specifications.
The Billings & Spencer Co.
Hartford, Conn.

Empire Tires
WEAR LONGEST

EMPIRE TIRE COMPANY, Trenton, N. J.

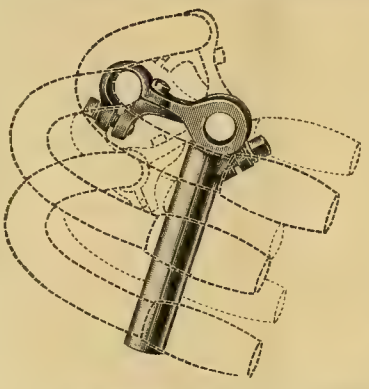
BRANCHES—New York, Detroit, Chicago, Boston, Newark. AGENCIES—Atlanta, Ga., Dunham Rubber Co.; Atlantic City, N. J., Penn Auto Supply Co.; Buffalo, N. Y., Empire Sales Co.; Cleveland, O., Motor Supply Agency Co.; Denver, Colo., Denver Auto Goods Co.; Dallas, Tex., Munger Auto Co.; Jacksonville, Fla., Savell Rubber Co.; Los Angeles, Cal., Empire Tire and Rubber Co.; Minneapolis, Minn., Empire Tire and Rubber Co.; New Orleans, La., H. A. Testard; Norfolk, Va., Wm. H. Grover; Philadelphia, Pa., Penn Auto Supply Co.; Pittsburg, Pa., Consumers' Auto Supply Co.; Portland, Me., James Bailey Co.; Providence, R. I., Waite Auto Supply Co.; St. Louis, Mo., Gorman Bros.; Savannah, Ga., Harris Tire Co.; Toledo, O., W. G. Nagel Electric Co.; Boise, Ida., Randall-Dodd Auto Co.; Kansas City, Mo., Auto Specialty Co.; Toronto, Canada, Midgley-Campbell, Limited.

The Assurance of Safety

That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

Why take ordinary lamps, when you can have Solars?

BADGER BRASS MANUFACTURING CO.
Kenosha, Wis. (39) New York City



ECHO
ADJUSTABLE ALL-WAYS HANDLE BAR EXTENSION

Write for Prices

Forsyth Mfg. Co.
BUFFALO, N. Y.

IF one foundry makes more motorcycle cylinders than all other foundries combined, there must be a good reason. Motorcycle manufacturers will find it advantageous to go into the subject with us in detail.

THE MANUFACTURERS FOUNDRY CO.
Waterbury, Conn.



STANDARD SPEEDOMETER
FOR MOTORCYCLES

"The Instrument of Permanent Accuracy"

60 or 80 mile dials at the same price. We have added the trip odometer for 1910 without extra charge.

We can furnish special attachments for every make of Spring Fork machines.

Price, without odometer..$15.00
Price, Trip and Season... 20.00

Send for Catalogue.

STANDARD THERMOMETER CO., 65 Shirley St., Boston, Mass.

DUCKWORTH CHAINS
long ago proved that they have no equals for either
Bicycles or Motorcycles



It was hard use and lots of it on all sorts of machines that enabled it thus to prove its superiority.

Write for 1910 Quotations.

Duckworth Chain & Mfg. Co., Springfield, Mass.

Diamond
Bicycle Tires for 1910
THE BEST AS USUAL

Progressive. That's the Diamond way and every one of the 11 brands of Diamond Bicycle Tires are made better today than ever before. New catalog on request.

THE DIAMOND RUBBER CO., Akron, O.

The Demand for KOKOMO Bicycle Tires





always has been one of the most consistent and most profitable that comes to the dealer and repair-man; at this season of the year there is "something doing all the while" and he is doubly wise who has an ample stock of Kokomos on hand.

The quality and durability of Kokomo tires always have caused the "other fellows" to work harder and talk longer in advancing the sale of their goods. Kokomos come pretty near to selling themselves. And this is as true of Kokomo motorcycle tires as it is of our bicycle tires.

"Pretty good" tires never were good enough to bear the Kokomo brand.

KOKOMO RUBBER CO., Kokomo, Ind.



A Spin Through The Park On A Pleasant Day

is enjoyable if uninterrupted by vexatious delays. Tire punctures are the most annoying drawback to the pleasure of cycling.

FISK BICYCLE TIRES

are insurance against such delays. They are road proof and outwear all others.

Ask our Branches About It, or Write for Literature to Department E.

Every Repair Man
should have our Repair Shop Book giving prices and instructions in connection with our Vulcanizing Outfits and Repair Stocks.
THE FISK RUBBER CO.
Chicopee Falls, Mass.

THE FISK RUBBER COMPANY, Chicopee Falls, Mass.

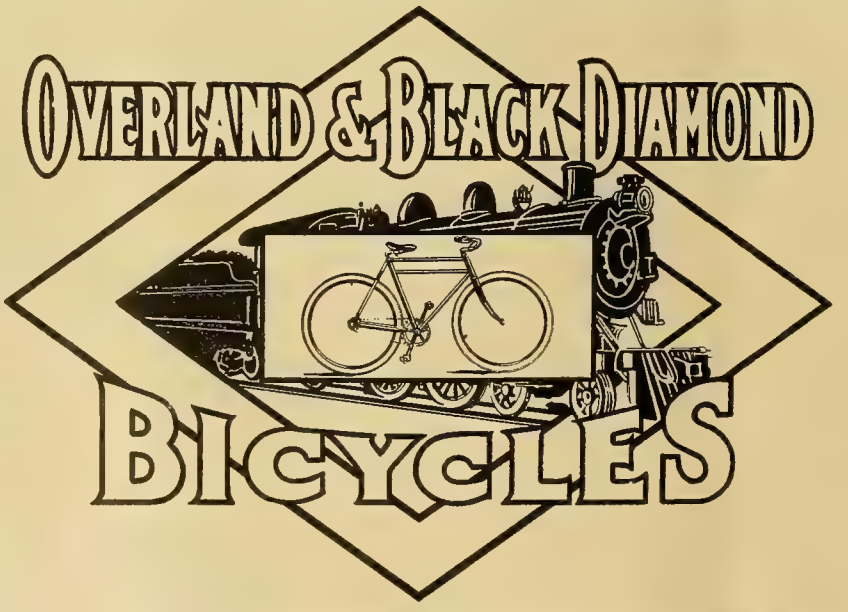
Boston—239 Columbus Ave.
Springfield—135 Bridge St.
New York—1725 Broadway.
Philadelphia—258 North Broad St.
Atlanta—17 Houston St.
Buffalo—718 Main St.

BRANCHES
Cleveland—1942 Euclid Ave.
Detroit—262 Jefferson Ave.
Chicago—1440 Michigan Boulevard
St. Louis—3917 Olive St.
Minneapolis—820 Hennepin Ave.

St. Paul—162 West Sixth St.
Kansas City—1604 Grand Ave.
Denver—1534 Glenarm St.
Seattle—910-14 East Pike St.
Los Angeles—722 South Olive St.
San Francisco—418 Golden Gate Ave.

EASY MONEY—Mr. Live Dealer

SELLING



Send for Prices Today

Prompt Service Assured

The Wheel of Character Style and Stability

Send for our 1910 catalogue printed in colors; also our beautifully colored window transfer sign for dealers.

Main Offices and Wholesale Dept.
177-179 Portland St.

Bi-Motor Equipment Co., Boston, Mass.

Branch Store
113 Massachusetts Ave.

The Superiority

of

G & J TIRES

has been so frequently demonstrated that it has now become an axiom with all riders of national reputation. They won't take chances on anything else. The further fact that

all the leading motorcycle manufacturers of the country specify G & J Tires

as their standard equipment will convince you that the Indianapolis G & J Motorcycle Tire is the

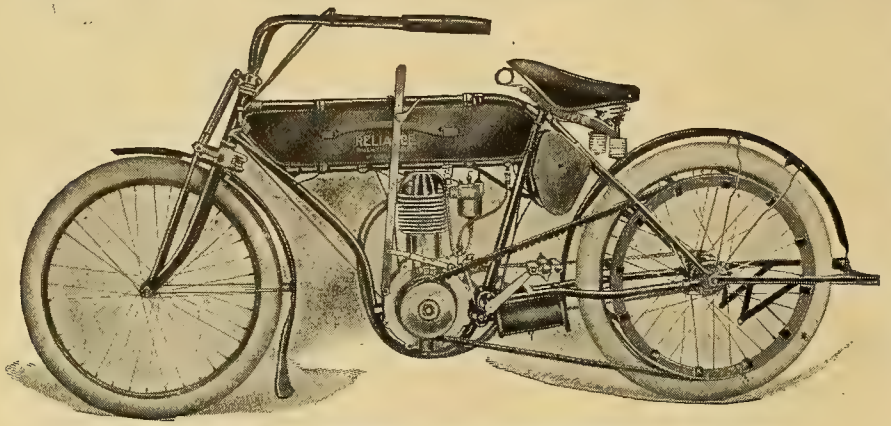
unquestioned leader in the world of motorcycling.

You cannot get anything better.

Send for our illustrated booklet.

G & J TIRE COMPANY, Indianapolis, Ind.

Here Is What You Have Been Looking For—



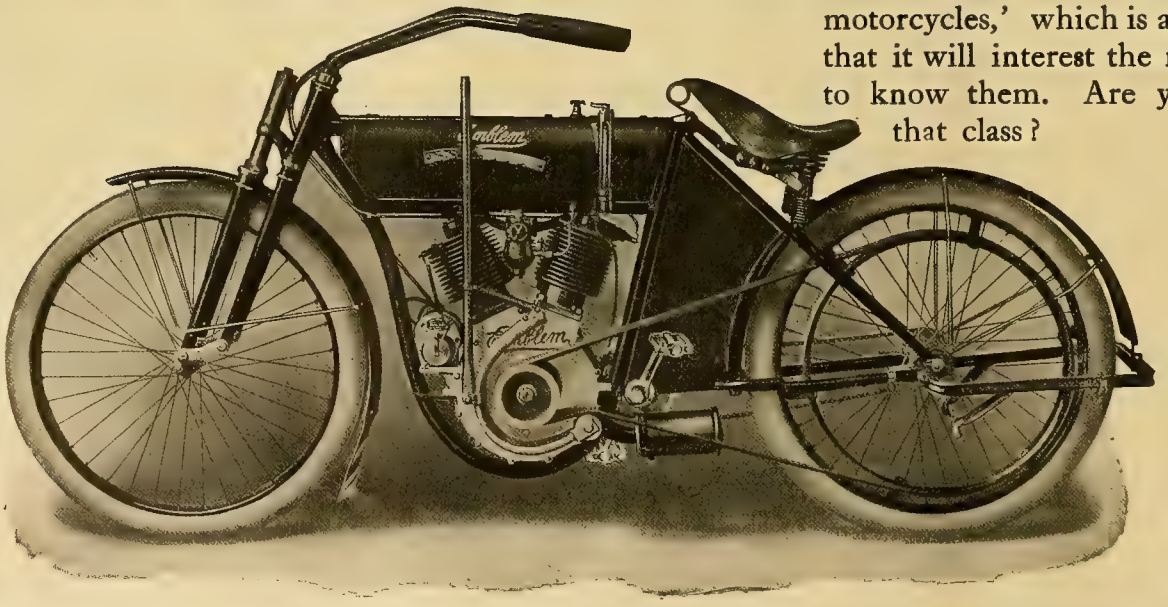
Model C as above, complete with the two speed pulley, $225.

A motorcycle with a neat, compact two speed and free engine pulley, that is simplicity itself in construction, positive in its action, whether in high, low, or free engine position. THINK OF IT! Start engine on stand anywhere, on the steepest hill or deepest sand and then by just pushing forward a lever you are off. 5 to 1 on high, 9 to 1 on low. Write for complete specifications of this and our 4½ H. P. Single and 7 H. P. Twin.

RELIANCE MOTORCYCLE COMPANY, 444 Main St., Owego, Tioga Co., N. Y.

EVERYTHING ABOUT THE EMBLEM

from the ball bearing motor, up or down, is of the sort that appeals to the man who "knows motorcycles,' which is a good indication that it will interest the man who desires to know them. Are you included in that class?



7 H.P. Twin Cylinder.

5 H.P. Single Cylinder.

4 H.P. Single Cylinder.

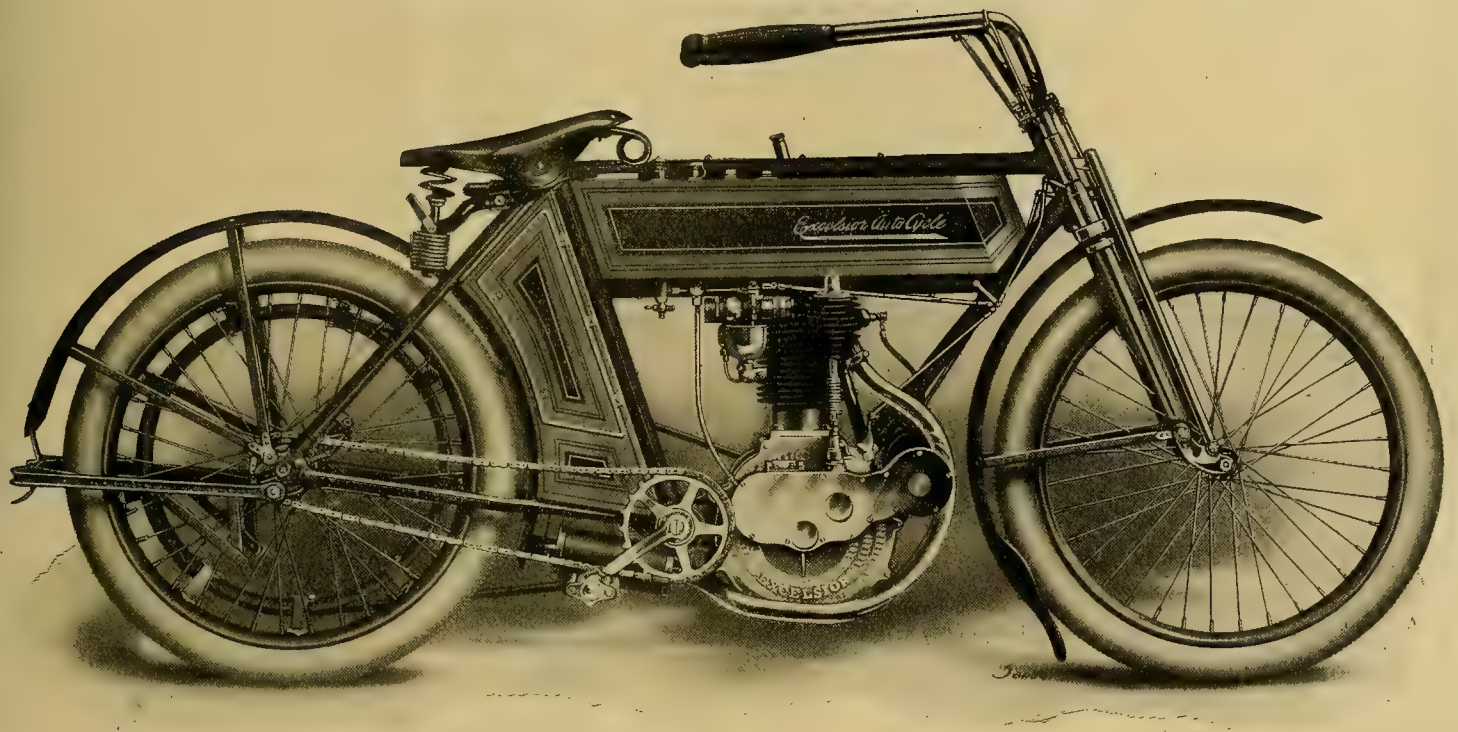
A Good Agency For Hustlers

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.

EXCELSIOR AUTO-CYCLE

Visible Superiority



¶ It is easy to claim high qualities hidden somewhere on the inside, but the discerning buyer wants to be "shown." The qualities of the

EXCELSIOR AUTO-CYCLE

are not hidden or elusive. They show all over. ¶ Here are a few of them: Straight line frame, powerful, rational speed motor, low saddle position, mechanical sight feed oiler, positive internally lubricated hub brake, real shock absorbing spring fork and simple, positive grip control. ¶ These are some of the points that have established the EXCELSIOR REPUTATION—THE ONE THAT ALWAYS MAKES GOOD.

Catalog C 10 gives full details. Why not send for it?

EXCELSIOR SUPPLY COMPANY

233-237 Randolph St. Members M. M. A. Established 1876 Chicago, Illinois

Eastern Representative: STANLEY T. KELLOGG, 2312 Broadway, New York.
PACIFIC COAST BRANCH—361-3 Golden Gate Ave., San Francisco, Cal.

In deciding the tire question for this season, it will be to your advantage to pay special attention to this point—Is the tire you select stiff and hard or is it resilient and full of life?

There is no advantage in a stiff, hard tire except to the maker—allows him to cheapen his materials somewhat.

A resilient, pliable, easy-riding tire can be made as Morgan & Wright White Tread Motorcycle Tires are made—that is actually tougher and will give you more mileage than the old stiff, hard kind. Such a tire will add greatly to your enjoyment of motorcycling and save you dollars, and dollars worth of wear and tear on your machine.

MORGAN & WRIGHT WHITE TREAD MOTORCYCLE TIRES

are resilient because pure Para Rubber is resilient and that is what they are made of, with certain ingredients added to give them leather-like toughness.

They will give you more miles of service and more comfort in riding than you have ever been used to receiving from pneumatics.

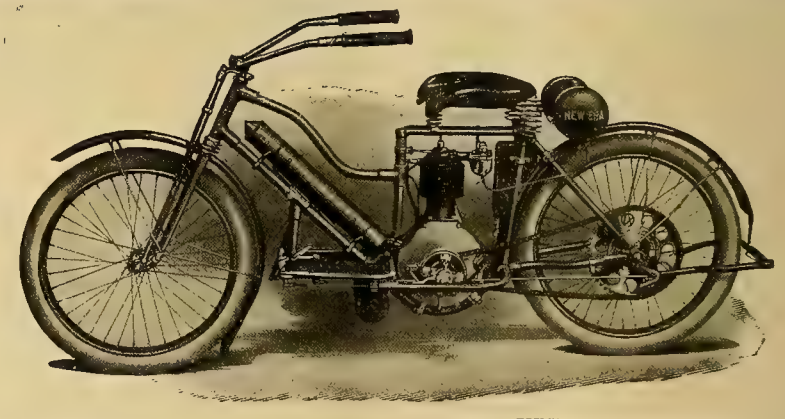
MORGAN & WRIGHT, Detroit

A New Era in Motorcycling

was begun when

The New Era Auto-Cycle

made its appearance. It marked the beginning of real practicability and comfort.



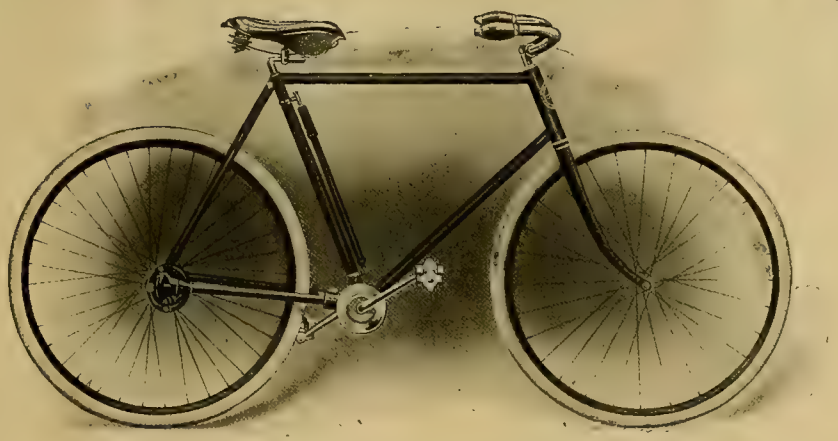
Its long, low frame and spring-suspended, upholstered form seat and foot-board (instead of pedals), makes it available for all ages and sizes and conditions of mankind; its two speed transmission makes it master of any and all hills and renders possible the slow pace so necessary to safety and comfort on rough country roads and crowded city streets; its free engine (engine started by a crank like an automobile), makes it possible to start anywhere from a standstill and without even "jacking up" the machine. Lots of these ideas are being and will be copied but don't you pay for manufacturers' experiments. You don't have to do, so when the New Era offers them in perfected form.

WRITE FOR ADVANCE CIRCULAR AND AGENCY PROPOSITION.

Greenville, O., Feb. 18, 1910.
Dear Sirs: In regard to inquiry can say that the New Era Auto-Cycle is much beyond my expectations. I purchased my machine April 11, 1909, and up to the first of the year 1910, I had ridden something over 10,000 miles, and have a good machine yet. For our work or any other, racing excepted, I would not give one "NEW ERA" for a car load of other makes for every day use. Mud, snow, hills, level ground and good roads are all the same to the "NEW ERA." I am in the fire insurance business and use my machine in all kinds of weather and on all kinds of roads.
Yours,
O. P. McGRIFF.

THE NEW ERA AUTO-CYCLE CO., No. 2 Dale Avenue, Dayton, Ohio

Pope Chainless Bicycles



THE POPE CHAINLESS, $75.00.
Fitted with Two-Speed Gear, Coaster Brake, Cushion Frame and Spring Fork, $100.00.

Pope Chainless Bicycles are for the riders who demand the very best bicycle that can be made—who are willing to pay a little higher first price for a machine that possesses perfect running qualities, that requires the minimum attention and costs the least for upkeep.

Smooth Running, Silent, Absolutely Satisfactory

The man or woman who rides for the love of the recreation will find no other bicycle so smooth running, so silent, so absolutely satisfactory. Those who make practical use of their bicycles will find none so convenient, so ready for instant use. The bevel gears do not break, clog or entangle the clothing. There is no waste of energy, no backlash, straining or stretching of chain. There is no play or lost motion—the foot presses down and the wheel moves forward instantly.

Highest Type of Bicycle—The Finest Equipment

The Pope Chainless is the highest type of bicycle and has the finest equipment put on any bicycle. It is always ready to ride—snow, rain, mud or dust cannot affect the protected gears. These gears are forged from high carbon steel, seldom require adjustment or lubrication, and the exceedingly small amount of wear to which they are subjected imparts a polish causing the gears to improve with use.

Gives the Greatest Satisfaction to the Rider and the Largest Profit to the Dealer.

The great revival in cycling has brought an increased demand for chainless bicycles. Every dealer should take advantage of this opportunity to push the sale of the bicycle that combines the largest profit with the greatest satisfaction to his customers.

Catalogues and dealers' prices on request.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.



The One Best Bet

as an agency proposition for 1910 is

THE *Racycle*

ALWAYS HAS BEEN
ALWAYS WILL BE

The Best Selling High Grade Wheel IN THE WORLD

We can tell you why the Racycle should be—
Our Agents will tell you that IT IS—

The Best Agency in the U. S.

Write for particulars.

THE MIAMI CYCLE & MFG. COMPANY
Middletown, Ohio, U. S. A.



THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. New York, U. S. A., Saturday, April 9, 1910. No. 3

HOW THE PENDULUM IS SWINGING

Iver Johnson Traveler Supplies Some Figures—New Agents Att acted and Old Ones "Reclaimed."

Some figures which serve to show that the increased interest in cycling is real and substantial were supplied early this week by W. R. Stroud. He passed through New York City after a tour of a portion of New York State and Vermont—the latter of which never was very profitable—in the interests of the Iver Johnson Arms & Cycle Works. Stroud, who himself is a cyclist to the very tips of his fingers, confirmed the reports of reviving interest and strengthened faith which now are so general.

Apart from renewing contracts with 116 old agents, Stroud placed the Iver Johnson with 41 other dealers who already were handling other bicycles, and most of them increased the size of their Spring orders to an extent equal to 37 per cent. The most significant part of Stroud's figures, however, lies in the fact that he not only "signed up" 16 agents who never before had sold bicycles, but that he "reclaimed" 8 others—that is, he induced 8 former dealers to again engage in the business.

Miami Locates a Branch in Oregon.

The Miami Cycle & Mfg. Co. has established a branch store in Portland, Ore. It will be under the management of J. W. Ash, who previously was in charge of the jobbing department at the Miami factory in Middletown, Ohio, but who has taken up permanent abode in Portland. The branch will, of course, carry a full stock of Racycles and Hudsons.

New Departure Adding to Its Plant.

The New Departure Mfg. Co. is making additions to its main factory at Bristol, Conn., which will increase its floor space by 32,000 square feet. The company is obtaining its full share of the increased prosperity in the bicycle business and is working nights to keep pace with the call for both its coaster brakes and its bells. The New Departure people say that their reports indicate that the present year will prove the best one since 1897.

G & J Branch Secures Broadway Store.

On May 1st the New York branch of the G & J Tire Co., now located at 10 West Sixtieth street, will be removed to 1924 Broadway, near Sixty-fourth street. In addition to being located on the main line of travel, the new place will afford much additional room.

Brecher at Last Leaves Reade Street.

After being located at 95 Reade street for 14 years, E. A. Brecher & Co. have removed to larger quarters at 88-90 Center street, New York. The firm constitutes one of the oldest jobbing houses in the metropolitan district.

Pfanstiehl Increases Its Capital.

The Pfanstiehl Electrical Laboratory of North Chicago, Ill., has certified to an increase of capital from $50,000 to $75,000. The added money will be used in extending the Pfanstiehl coil and magneto business.

Ovington Creditors Receive 5 Per Cent.

Stanley W. Dexter, referee in bankruptcy of the Ovington Motor Co., New York, has declared a first dividend of 5 per cent. out of the estate. How much more the creditors will realize is problematical.

Nebraska Shop Changes Ownership.

F. W. Kuhl has purchased the bicycle shop of James F. Calhoun, of Court street, Beatrice, Neb. He will conduct it in his own name.

Lohnes "Opens Up" in Pekin.

August Lohnes has opened a bicycle store in Pekin, Ill. He will carry a stock of bicycles and supplies and also do repair work.

"JOKERS" FROM INDIANAPOLIS

They Offered "Valve Silencers" at Bargain Price—And They Gave Purchasers Real Cause for Surprise.

If the man or the men who comprise or who operate in Indianapolis under the title Automatic Machine Co. are not practical jokers there are a number of motorcyclists who are curious to learn in just what class they place themselves. For they appear to be in the same category with "merchants" who some years ago advertised steel engravings of George Washington for 10 cents and who sent to all purchasers a two cents postage stamp. The profits of the Indiana "genius," however, were much greater.

Motorcyclists first learned of the existence of the Indianapolis institution through the appearance of the following advertisement in the classified column of a motorcycle publication:

Excelsior Motorcycle Riders—Equip your machines with 1910 valve silencer. Postpaid, with full instructions, fifty cents. Automatic Machine Co., 50 N. Penn street, Indianapolis, Ind.

As the Excelsior 1910 valve silencer is quite an ingenious device, comprising several parts, the apparent opportunity to secure one for the modest sum of 50 cents seemed to afford a rare bargain. A wide-awake New York dealer was so impressed with the idea that in response to the advertisement he sent $1 for two of the silencers. In return, he received a tin box, of pill box size, in which was enclosed not the Excelsior silencer such as he expected to see and such as is applied to the well known motorcycle of that name, but an ordinary, every-day wire spring, and a very small one at that. There also was a small blue print bearing a crude, amateurish sketch showing how the spring is to be applied to the Excelsior valve. The little spring probably is worth one cent at a liberal estimate; the

box in which it was contained certainly is worth more.

When the dealer in question recovered from his surprise, he took the matter good naturedly but wrote the so-called Automatic Machine Co. that the least it might do was to forward the other "silencer" for which the money had been sent. But to this letter the Indianapolis joker never has ventured a reply.

How many other dealers and riders purchased these remarkable "silencers" only the "Automatic Machine Co." knows, and doubtless it never will make the information public.

Old Trick Tried on Buffalo Dealer.

The plan of taking a motorcycle out to test it prior to a purchase which never culminates has been played too often in Buffalo, N. Y., for the dealers not to be on their guard for such persons with joy riding and more serious proclivities. Eugene McPherson went into Curtiss N. Andrews's store at 623 Main street and said he wanted to purchase a machine. He was allowed to take out a machine and left his overcoat as security. When he failed to put in an appearance a couple of hours later Andrews informed the police and a general alarm was sent out. Sergeant Cheahan and Detective Holmes of the Third Precinct apprehended the young man the next morning and he was locked up on a charge of grand larceny in the second degree.

Seiberling Back from Rubber Country.

F. A. Seiberling, president of the Goodyear Tire & Rubber Co., Akron, O., returned on Friday of last week from an extensive trip in Brazil, where he visited the Amazon rubber district. In commenting on the rubber situation, he indicated that the demand for rubber always will exceed the supply, but that a reaction from the present high prices may be looked for. He declared, however, that low prices, as formerly understood, must be considered a thing of the past.

Brooklyn Firm Dissolves Partnership.

The firm of Lind & Bennett, Brooklyn, N. Y., which did a retail business at Sixth avenue and Thirteenth street, has dissolved partnership. Victor J. Lind has established himself at Sixth avenue and President street, where he will deal in bicycles, sporting goods and accessories, while Harry Bennett remains at the old stand, where he will handle motorcycles as well as automobiles.

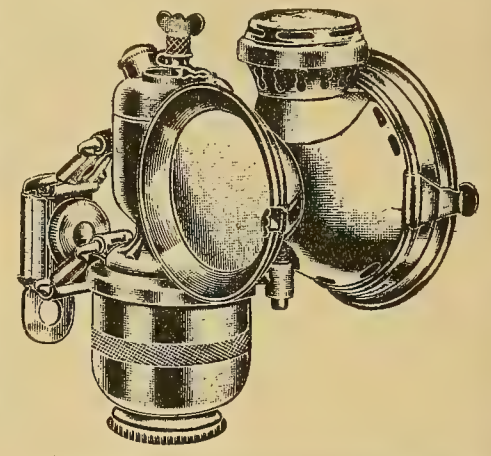
London Hears of American Steam Bicycles.

The Steam and Electric Car Review of London says it "has been informed that an American firm is contemplating manufacturing steam motor bicycles and tricycles." No clew is given to the identity or location of the "American firm," and if any idea of the sort is harbored anywhere it will excite great surprise if it does not end in contemplation.

A LAMP THAT LIGHTS ITSELF

"Self-Starting" a Feature of the Duoplex—Also Has Red Rear Lens and Compact Generating System.

Equipped with a "You press the button" device, which entirely does away with the need for matches which ordinarily is such an important incidental to the cycle lighting problem, the Duoplex gas lamp is being introduced into the American market by the Mead Cycle Co., Chicago, Ill., which has secured the agency for this country. Although this lamp, which is of the self-contained order, was brought out abroad a year



DUOPLEX LAMP SHOWING RED REAR LENS

ago, the self-lighting feature is a recent addition to it.

As the picture shows, the lamp is distinguished externally by the flaring enlargement of the rear portion of the reflector, which is shaped in the form of a mirror, similar in outline to the main projector, for the purpose of affording a strong glow through the large rear ruby bulls-eye. Its most striking feature, however, is the self-lighting attachment. This consists of a small external button which is mounted in front, on the under side of the reflector and a vertical rod, which has ratchet teeth on its forward side and is pressed by a spring against a bar of metal of special alloy. After the button has been depressed it is thrown back sharply by spring pressure, the teeth on the bar striking a shower of brilliant sparks from the special metal. A single flash produced in this way is sufficient to light the lamp when the gas is flowing.

The generator is of the drip feed pattern, compactly arranged and consisting of 14 parts, which are readily dissassembled by the removal of the carbide chamber in the base. A stop spring with a finger engaging suitable notches assists in regulating the feed. On leaving the generating chamber the gas is passed through a filter pad in the gas chamber, which frees it of impurities and dries it, the latter chamber also serving as a reservoir to regulate the flow to the burner. An important accessory to the outfit is the little airtight can, nicely finished and nickeled, which is designed for the transportation of an extra charge of carbide.

Foley Decides not to Throttle Advice.

J. C. Foley, who sells Indian and Thor motorcycles on Jerome avenue, "beyond the Harlem," in New York City, has held a meeting with himself and unanimously resolved henceforth to be more specific when giving advice to customers. Foley takes an interest in them, and when recently he sold a second hand motorcycle to a raw recruit he advised him not to use the throttle until he became somewhat familiar with the machine and its speed.

"He came in here a week or two later," said Foley in telling the rest of the story, "and asked me whether I thought he had become experienced enough to open the throttle. He said he had used the machine every day, and that every time he came to a steep hill in his neighborhood he had to get off and push, and he didn't enjoy it a bit."

The Exhaust Whistle from Brooklyn.

To the increasing family of exhaust whistles Brazenor & Ruderman, 1041 Bedford avenue, Brooklyn, N. Y., have added one which is readily attachable to any motorcycle engine. The device consists of a coupling which is clamped around the exhaust pipe close to the outlet from the cylinder. The whistle, which is nickel plated, is screwed into one side of the coupling, the latter also embodying a gate valve which is so constructed as completely to obstruct the usual flow of the gases to the muffler when it is desired to use the whistle. In consequence of employing the entire body of waste gas for this purpose, the alarm-producing properties of the whistle, which is operated by a wire or rod, are unusually effective.

His Invention a Blessing in Disguise.

As illustrating the occasional inability of inventors to appreciate the real element of value in their ideas, it is noteworthy that the original patent specifications drawn up by Isaac Babbit, inventor of the metal which bears his name, concerned merely the method of holding the soft alloy in place in journal boxes, and not the composition itself. His first venture, "Britannia ware," was not a commercial success. Six years after his failure to popularize it, or in 1830, be produced the bearing metal from which he afterward derived fame and a substantial fortune.

To Keep Pump Tube Out of the Way.

A repair shop kink which is worth making use of consists of soldering a little hook on the side of the barrel of the foot pump in such a way that the hose can be hung over it when not in use. It keeps the hose from being trodden on and otherwise maltreated and is one of those costless little devices which help to make things neat and attractive about the place.

T. B. JEFFERY EXPIRES IN ITALY

Passing of Another Pioneer and History Maker of the Cycle Industry—Leading Parts He Played.

With startling suddenness, the cable on Sunday last flashed the news of the death in Grand Hotel, Pompeii, Italy, of Thomas B. Jeffery, the head of Thomas B. Jeffery & Co., Kenosha, Wis., a conspicuous figure in the American automobile trade, who was one of the builders and history makers of the bicycle industry. He died at midnight on Saturday, and as he had been in good health when he left New York in January, with Mrs. Jeffery, for a recreative tour of Europe, and as no intimation had been received that he had suffered illness of any sort, the announcement of his death was in the nature of a profound shock.

Thomas Buckland Jeffery was born at Stoke, Devonshire, England, on February 5, 1845. He came to this country at the age of 18 years and settled in Chicago. Mr. Jeffery was married in 1874 to Miss Kate E. Wray, of Chicago, who survives him. He also leaves two married daughters and two sons.

Before entering the automobile industry in 1900, Mr. Jeffery had made his fortune in the manufacture of bicycles, in which he was one of the real pioneers. He was architect for his own fortune. In the late 70's he was a struggling inventor in Chicago, and in a small way was occupied with a railroad velocipede and similar appliances. In 1878 he visited England and, becoming interested in bicycles, he contracted for the necessary parts to assemble a number of the machines in this country. They did not arrive until the following year, and meanwhile Col. Albert A. Pope and the Pope Mfg. Co. had produced the first Columbia bicycle and soon thereafter acquired the Lallement patent covering the crank and pedal action, and which was but one of many of which Col. Pope early became possessed. He promptly instituted suit against an alleged infringer and secured a verdict which required the infringer to obtain a Pope license in order to continue business. In 1881 Mr. Jeffery was engaged in the sale of cycle parts and soon afterward he and R. Philip Gormully, an English schoolmate of Mr. Jeffery who long had resided in this country, came together, and they began the production of the Ideal boys' bicycles, which first were advertised in Gormully's name, Gormully defying the Lallement patent and in print declaring it to be worthless, while later Jeffery himself advertised for sale copies of the testimony in the infringement suit and offered to supply information to prove that the Lallement patent was public property. The formation of the firm of Gormully & Jeffery followed this procedure and peace with Pope was arranged and for a while Gormully & Jeffery operated under a Pope license, making the American Challenge and later the American Champion bicycles. In 1886, however, "war" broke out afresh. The Chicago firm issued a "declaration of independence" and Pope promptly responded by filing eight suits against them and by spreading "warnings" broadcast. Gormully & Jeffery fought back, and a year later the Pope interests were staggered by an adverse verdict—the first they ever had received. They carried the case higher and higher, but were beaten in every court. The doors thus were thrown wide open to all, and Gormully & Jeffery, who later became the Gormully & Jeffery Mfg. Co., swept on to fame and fortune.

Mr. Gormully was the financial and business man of the institution; Mr. Jeffery



THOMAS BUCKLAND JEFFERY

the inventor and producer. And if ever a man loved his factory it was Thomas B. Jeffery. He fairly lived in it. Even after he had attained affluence and during these later years when there was still less need for it, he constantly was roaming through his great plant, his eye taking in men and machinery alike and always seeking room for betterment. Mr. Jeffery was a fruitful inventor, but despite scores of patents issued to him both for bicycle and automobile devices, and notwithstanding the combative and tenacious nature of himself and his partner —who died in 1900—they rarely were the aggressors in patent litigation. The most conspicuous instance to the contrary concerned the patent on the clincher tire issued to Mr. Jeffery and of which the G & J tire of today is the lineal descendent, bearing the initials of the firm. The Jeffery patent was sustained in this country and imported clincher tires were driven off the market, but the Chicagoans were not content and carried the fight across the sea to their native land. There they were repeatedly beaten, but so tenacious were their natures that they took the case to the very House of Lords, the court of extreme resort, where they met final defeat, so far as Great Britain was concerned.

In the early '90s this tenacity came nearer to causing a rupture between the partners than the outside world ever imagined was the case. The bicycle boom then was attaining force and the Gormully & Jeffery company was the owner of a big brick factory in Chicago. The safety bicycle had about displaced the high bicycle and Mr. Jeffery had "plumped for" and designed a safety with a spring frame and a small front wheel, which he maintained was scientifically correct. Nearly everyone else was producing rigid framed bicycles with equi-sized wheels and it was plain that the tide of popularity was running too strongly that way to be long resisted. Gormully, a strong, dominant, demonstrative man, wanted to heed the demand, but Jeffery, quieter and more self-contained, but none the less forceful, held fast to his ideal. The tug of war that resulted nearly reached the breaking point. The difference of opinion was settled when Mr. Jeffery was induced to take a trip abroad. When he returned, there was a stylish rigid frame, equi-sized American Rambler bicycle—which name had been adopted when the first safeties were made—awaiting him. He was a man of few words, and whatever may have been in his thoughts, he did not express them in the presence of anyone. The new model, however, became instantly popular and added greatly to the prestige of its makers.

In 1899 the Gormully & Jeffery Mfg. Co. was purchased for a princely sum by the American Bicycle Co.—the ill fated and so-called Bicycle Trust—and while Mr. Gormully remained a strong factor in the trust's affairs until the time of his death, Mr. Jeffery kept in the background—but not for long. The automobile had interested him and, to occupy his mind and, as he said, to provide for his two sons, then attaining to manhood, in 1900 he purchased at Kenosha, Wis., one of the many idle and abandoned plants of the Bicycle Trust, which had collapsed abjectly, and in which the Sterling bicycle had been produced. The firm of Thomas B. Jeffery & Co. then was organized and the Rambler car soon followed, the name Rambler being the same which had been borne by Mr. Jeffery's most famous bicycle.

To Ensure Proper Lubrication.

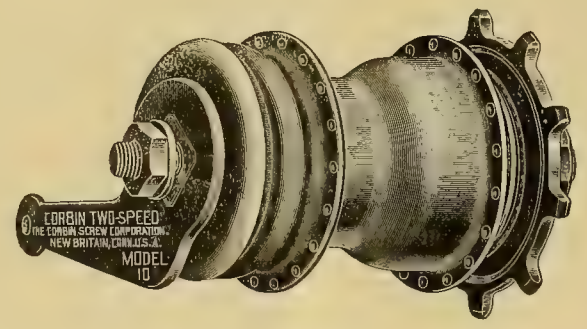
To ensure proper lubrication of all parts of the machine, the motorcyclist who is beginning his career with his first mount should obtain a list of the points which require attention of the sort, arranged in order of the mileage which should elapse between oilings. Thus under paragraphs headed 50, 100, 200, 300 and 500 miles, the various points can be listed in such a way that merely by occasional reference, coupled with frequent reference to the cyclometer, the novice may be sure of giving the machine just the care which is required.

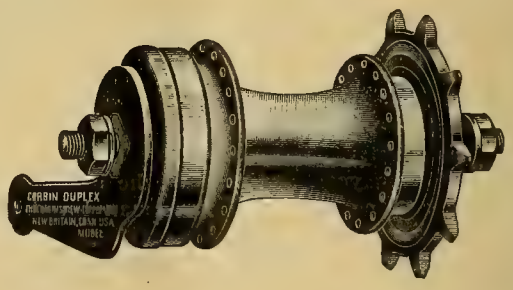
Men Who Have Ridden Bicycles

for years and who thought that with the Corbin standard coaster brake they had found the apex of enjoyment and who then tried the

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Two-Speed Coaster Brake





have told us that it added immensely to the pleasure and satisfaction of cycling. There are many reasons why this should be the case and the dealer who is bent on creating new business should keep the fact in mind.

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, APRIL 9, 1910.

"My delay in remitting was due to oversight. For you can bet your life that I desire to renew my subscription for the Bicycling World. Am sorry that for several years I permitted it to lapse."—Charles Fred Travis, Jamaica Plain, Mass.

Concerning the Oil Window.

When it is clean, an oil window in the motor base of an engine is a satisfying convenience; it permits the oil level readily to be seen and removes doubts which on occasion may prove distressing or expensive or both. When the window is unclean, especially on the inside, it is an aggravation that is not to be denied and is a direct promoter of over-lubrication which, if it does no real harm, can cause not a few vexed moments.

Even when clean, the window too often requires maneuvering the machine so that the sunlight shall strike the glass at exactly the proper angle to make the oil level discernible, and under other conditions, especially when the oil has gummed on the inside and rendered the glass opaque, even such maneuvering serves little, if any, purpose.

At least one of the motor cycle manufacturers has recognized these shortcomings and has remedied them by painting a white circle on the outside of the flywheel, and other manufacturers either should do something of the sort—something that will permit the oil level to be distinguished under ordinary conditions—or remove the window entirely. For as at present constituted it practically is useless half of the time and is as likely to prove deceptive and influence the injury of the motor as it is to serve the better purposes for which it is designed. In itself it is a small matter, but it is one of those little things that require attention and that promote satisfaction.

Atlanta Makes a Discovery.

The Atlanta (Ga.) Constitution has made a remarkable discovery. "The bicycle is more dangerous to life than the automobile," it declares in all seriousness.

It explains its astonishing belief in this wise: "One has at least a chance with the automobile by reason of the noise invariably accompanying its onset. The bicycle is practically noiseless, and it is the habit of boys and young men riding them to tinkle wildly an insufficient bell when about four feet from the unwary walker." The Constitution further remarks: "The most casual observer of conditions on local street knows that twenty times a day men, women and children narrowly escape injury to life and limb from the recklessness of these silent, swift and stealthy vehicles," and it therefore calls on the police to jail a few of these "street menaces."

This is the sort of thing we used to read in the "good old days" when editors rose in wrath and wrote of the bicycle as "the modern juggernaut" and the artists drew pictures to correspond. It is a healthy sign, notwithstanding, for it makes plain that Atlanta is one of the fairly large cities in which newspaper readers have been spared the "Passing of the Bicycle" wheeze.

But we dare say the average pedestrian, if he has any choice, will prefer to be bumped by a bicycle rather than by an automobile, despite the Constitution's discovery of the greater danger of the former.

To Make Handlebars More Secure.

While when viewed from a standpoint of simplicity and neatness the single stem handlebar may be more pleasing in appearance than the double stem, the latter is unquestionably much safer for steering, particularly on high power motorcycles, and nothing is more requisite in the makeup of any vehicle than absolute reliability in the steering gear. It is by no means rare for a single stem bar to be wrenched out of line when negotiating deep sand or ruts, and the resulting possibilities for serious accident are apparent; in fact, accidents due to this cause are by no means rare, but notwithstanding and though this shortcoming of the single stem bar long has been known, apparently no attempt so far has been made to correct it, and yet the correction should entail no great ingenuity.

It would seem a comparatively easy matter to fasten the stem so that it could not turn under any circumstances, and that such a safeguarding of the rider's safety is well worth attention there can be no doubt. Very little additional manufacturing expense would be entailed by milling a groove in both handlebar and fork stems and inserting a key or feather which would absolutely insure the bars remaining in line. Another way of accomplishing the same purpose would be to knurl or mill the outside of the handlebar stem so that when it is expanded the corrugated surfaces would have a stronger grip on the fork stem and lessen the liability of the bars being wrenched out of line by sudden strains.

Either arrangement would prevent the bars from twisting should the expanded stem snap suddenly, due to the intense strain, when passing over rough spots in the road. This failure of the expander grip, which usually occurs through the stripping of the threads of the bolt or taper wedge, often is caused by tightening the bolt too much, or because of the failure of the spring fork to absorb sufficiently the road shocks, which in consequence are transmitted to the upper part of the machine.

Most repairmen easily could perform either of these tasks and by pointing out their advantages there is no doubt but that a large number of owners would willingly have their old machines made safer, and this applies to bicyclists as well as to the users of power driven machines, for the pedal propelled bicycle is by no means free from the same shortcoming. Meanwhile the manufacturers themselves profitably may apply the remedy to their new product.

It is not short of marvelous how simple are some of the remedies applicable to "contrary" motorcycles. The old trick of blowing into the gasolene tank when a motor refuses to start or when it balks or "skips" is a fine example of the sort The number of "cures" it effects is remarkable.

LOS ANGELES'S MOTORCYCLE SHOW

Held in Club House and Ranks as First of Its Sort—Exhibits Representative and Success Marked.

Although coming after the year's new models had been exhibited in various parts of the country, nevertheless the Los Angeles (Cal.) Motorcycle Club's show, which was held in that city from March 23rd to 26th, did not lack interest and drew such good crowds that the club's enterprise turned a tidy sum into the treasury.

The show was held in the clubhouse of the Los Angeles Motorcycle Club, and two floors of the spacious building were devoted to the display booths. The committee which managed the show was composed of Charles Fuller Gates, A. J. Johnson, G. T. Stanton, A. F. Porteus, Howard Shafer and Captain C. E. Anderson.

The Indian exhibit, which occupied Spaces 3, 4 and 5, was in charge of C. W. Risden, the local representative, and consisted of five models, the 2¾ and 4 horsepower singles, the latter in both belt and chain drive, and the 5 and 7 horsepower twins. Next to the Indian booth Lincoln Holland showed two models of the M-M., both singles—one with a free wheel clutch and the other with a variable pulley. In the large front parlor John T. Bill displayed the R-S., Pierce and Emblem motorcycles, for which he is agent. Bill also had a large showcase of accessories on display, including an assortment of Kokomo tires.

The Appeal Bicycle Co. exploited the Harley-Davidson, showing both the battery and magneto models with 26 and 28-inch wheels, and the Minneapolis Two-Speed, besides a line of accessories. C. F. Smith exhibited a 4 horsepower Merkel in orange and a 6 horsepower Merkel in royal blue, a Light in red, and a 3 horsepower twin N. S. U. The Thor was shown by A. Freed, and the exhibit consisted of two of the 6 horsepower twins, a 3¼ single and a "Thor IV." C. M. Frink showed the Wagner and Moto-Reve and the Los Angeles Motorcycle Co. had the 4 horsepower Greyhound on display.

Singer Bros., a local firm, had a comprehensive exhibit of their horizontal opposed type machine and also single cylinder machines. The list of exhibitors was as follows:

Lincoln Holland, M-M. motorcycles; Valvoline Oil Co., lubricants; C. W. Risden, Indian motorcycles; John T. Bill & Co., Emblem, Pierce and R-S. motorcycles, Kokomo tires and accessories; Singer Bros., Singer motorcycles; Appeal Bicycle Co., Retail Department, Minneapolis and Harley-Davidson motorcycles and accessories; C. M. Frink, Wagner and Moto-Reve motorcycles; Holmes & Kittle, spring forks and tandem attachments; A. Freed, Thor motorcycles; Pennsylvania Rubber Co., tires; C. M. Smith, N. S. U., Merkel and Light motorcycles; Los Angeles Motorcycle Co., Greyhound motorcycles; Warner Instrument Co., Warner autometer; F. A. Munson, fire extinguishers; A. C. Hamilton, ignition apparatus.

COMING EVENTS

April 17, Brooklyn, N. Y.—Linden Motorcycle Club's 150 miles run to South Haven, L. I., and return; open.

April 24, Valley Stream, N. Y.—Century Road Club Association's 10 miles handicap road race; open.

May 1, New York City—Courier Cycle Club's first spring century run for bicycles and motorcycles; open.

May 29-30, Newark, N. J.—New Jersey Motorcycle Club's 350 miles endurance run to Easton, Pa., and return; open.

May 30, Springfield, Mass.—Springfield Motorcycle Club's 500 miles race at Springfield Stadium; open.

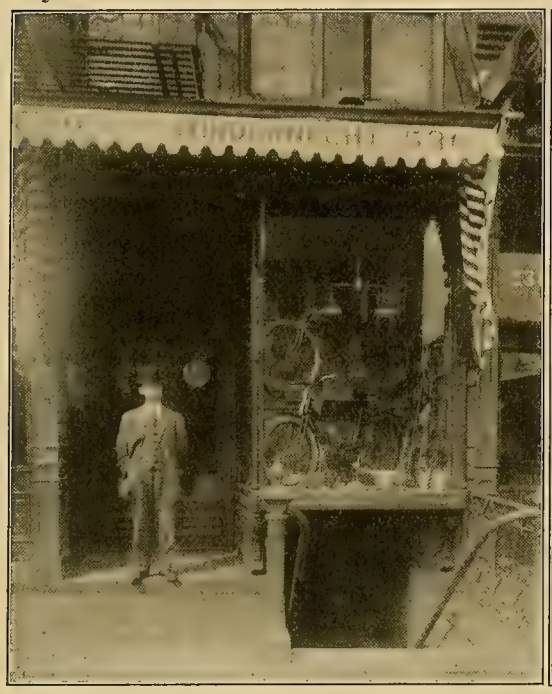
May 30, Plainfield, N. J.—Plainfield Bicycle Club's 25 miles handicap road race; open, and 2 miles road race for boys.

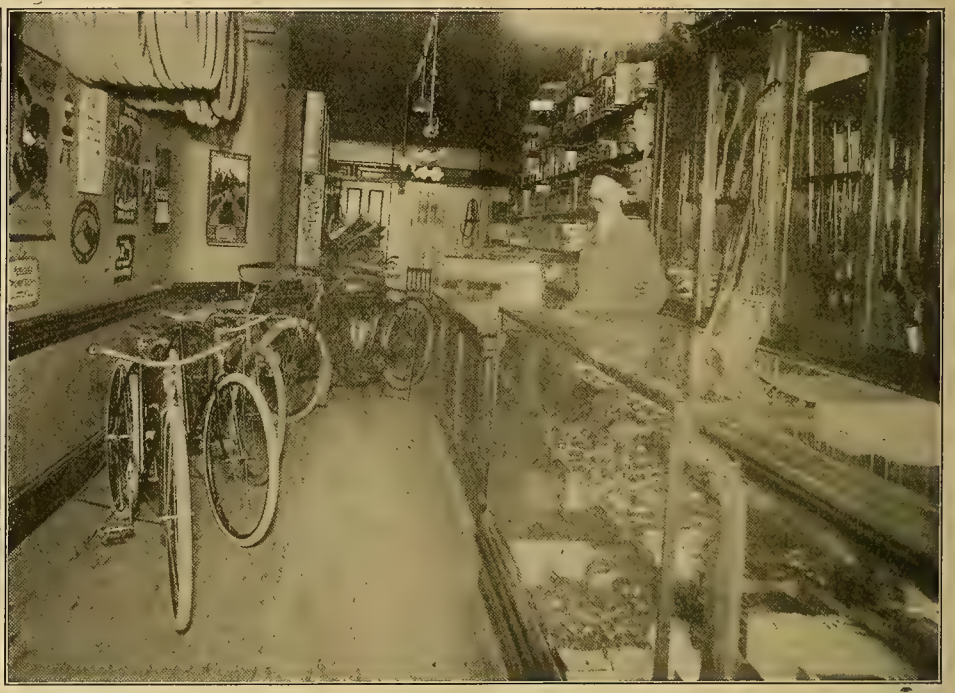
June 5, New York City—Century Road Club Association's annual century run from Columbus Circle; open.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

STORES OF WHICH THEIR OWNERS ARE PROUD

(VII.) H. F. WINDEKNECHT, HOBOKEN, N. J.





"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

TWENTY SURVIVE FIRST QUARTERLY

Thirteen of Them Obtain Perfect Scores—Merkel Representatives Secure First Leg on G & J Team Trophy.

In sharp contrast to the most adverse road and weather conditions under which the event was held last year, and in which there was not a single perfect score and but two survivors, the first of the 1910 quarterly trials of the New York Motorcycle Club was held over the Poughkeepsie course on Sunday last, 3d, under perfect skies, and roads that were as dry as in midsummer. Taking into account these favorable conditions, it seems surprising that the mortality was so great, there being but 14 perfect scores and 20 survivors in the field of 38 starters, a number of whom were mere novices. Five teams of trade riders participated, and but one—the Merkel—came through with all scores unblemished, the other teams suffering penalizations which, in some cases, could not well be provided against.

The teams were composed of the following men: Merkel team—J. F. McLaughlin, A. G. Chapple, W. J. Teubner, H. B. Lyon; Excelsior team—S. T. Kellogg, A. C. Klages, Shelton Sturges, H. B. Kellogg; Indian team—F. A. Baker, Walter Goerke, Harry C. Mapp, Samuel Bell; N. S. U. team—Fred Voelker, David Molin, Leo Schwarz, Adolf Hoffman; R. S. team—Frank Hart, Alexander Graves, W. F. Stubner, Gene Coughlin. The team prize is a $100 trophy offered by the G & J Tire Co. to the team making the best score in the entire series of four events. In succeeding trials teams will be allowed to substitute other riders than those who last competed, and who may be prevented from participating on account of sickness or unavoidable absence on out-of-town business, without altering the previous standing of the team.

Promptly on the dot of 7 a. m. Referee Morton sent the first squad of four men, comprising the Merkel team, away from the starting point, the headquarters of the New York Motorcycle Club, Broadway and 101st street, on their 150 miles journey, and the other teams and individuals followed in groups of four at one minute intervals. A comparatively small crowd witnessed the start, as the average New Yorker is not given to early rising on Sunday morning. Trade riders and private owners were pretty evenly represented among the entrants, there being 18 of the former and 20 of the latter, but of the survivors the tradesmen largely were in the majority.

The route lay up the east bank of the Hudson to Poughkeepsie, 75 miles, and the return was made over the same roads. Checking stations were established at Tarrytown, Peekskill and Poughkeepsie, and the hill-climbing abilities of the machines were tested on two fairly stiff mounds, the first being the Aqueduct hill outside Tarrytown, and the second Annsville hill, near Peekskill. They were of good surface and proved not difficult for most of the machines, but two penalizations—Thorpe and Kreuder—being meted out at the first, and three—Thorpe, Pecorella and Seery—on the second. Singles and twins lost 25 points for failure to make the summit without pedal assistance, and riders of twins who dismounted on the hills lost 50 points. Levin, Hickey and Cox failed to reach the first hill. The running schedule was 15 miles an hour to Tarrytown, which was increased to 19 miles thereafter until the riders again reported at Tarrytown, when the 15 miles average became operative to the finish.

All entrants started with an initial credit of 1,000 points, from which their penalizations were deducted, and all those who made perfect scores will receive gold medals. The roads were very good, barring dust, until Peekskill was reached, after which some heavy going was encountered, there being several long stretches of fresh and unpacked sand, turf and cinders.

Because of the fact that a majority of the competing machines were in the heavyweight class, the performance of Fred Voelker, on the baby N. S. U. 3 horsepower light twin was particularly noteworthy, and amply demonstrated that excessive power and weight are not necessary for ordinary work. Voelker registered on time at all controls, soared up the hills in fine style, and finished among the perfect scorers. Although there were a number of mishaps, they were, with one exception, of a minor nature, but that that exception was not attended with more serious consequences is little short of remarkable. While Samuel Levin, on a 5-horsepower Indian, was bowling along at a fast clip near Ossining, the binder bolt of his handlebar stem stripped, the bars dropped and he was thrown headlong in the middle of the road. He was severely cut and bruised, but after receiving medical attendance he was able to return to New York.

The results are given in the folowing table:

J. F. McLaughlin, 7 Merkel	1,000
A. G. Chapple, 7 Merkel	1,000
W. J. Teubner, 6 Merkel	1,000
H. B. Lyon, 7 Merkel	1,000
S. T. Kellogg, 4 Excelsior	1,000
A. C. Klages, 3½ Excelsior	1,000
Shelton Sturges, 4 Excelsior	1,000
F. A. Baker, 3½ Indian	1,000
Samuel Bell, 5 Indian	1,000
H. C. Mapp, 3½ Indian	1,000
Leo Schwarz, 3¾ N. S. U.	1,000
Fred Voelker, 3 N. S. U.	1,000
G. A. Ashley, 6 N. S. U.	1,000
J. Buckingham, 4 Harley-Davidson	1,000
W. F. Stubner, 6 R-S	982
Frank Hart, 7 R-S	950
S. Pecorella, 5 Indian	950
Frank Seery, 5 Indian	950
S. B. Thorpe, 4 Excelsior	950
H. B. Kellogg, 3½ Excelsior	798

Those riders who finished, but with spots on their sheets, and their penalizations were as follows: H. B. Kellogg, late at control, 202 points; Frank Hart, R-S, arrived at control ahead of schedule, 50 points; W. T. Stubner, R-S, late at control, 18 points; S. Pecorella, Indian, dismounted on hill, 50 points; Frank Seery, Indian, dismounted on hill, 50 points; S. B. Thorpe, Excelsior, pedalled on hills and late at control, 50 points.

The following also started, but did not finish for the reasons stated: Alexander Graves, 3 R-S, retired Poughkeepsie, engine seized; Gene Coughlin, 3 R-S., out at Cold Spring, batteries exhausted; Frank Hickey, 3½ R-S, out at Tarrytown, ignition trouble; G. Kirchoff, 3½ N. S. U., out at Ossining, tire trouble; Adolf Hoffman, 4 N. S. U., out at Cold Spring, bad roads; David Molin, 6 N. S. U., out at Peekskill, tire trouble; Albert Kreuder, 4 M-M, out at Peekskill, carburetter trouble; Walter Goerke, 3½ Indian, out at Cold Spring, engine seized; Samuel Levin, 5 Indian, out at Ossining, broken handlebar stem; J. J. Cox, 3½ Indian, out at Tarrytown, engine trouble; Thomas Rice, 5 Indian, out at Cold Spring, chain and engine trouble; O. Hollister, 3½ Indian, out at Peekskill, chain trouble; W. A. McClelland, 5 Indian, out at Peekskill, carburetter trouble; C. E. Fleming, 5 Indian, out at Ossining, ignition trouble; C. P. Rodgers, 4 Excelsior, out at Poughkeepsie, battery and tire trouble; J. C. Wakely, 5 Indian, out at Peekskill; R. T. Wennstroem, 5 Indian, out at Peekskill; R. G. Hanna, 4 Royal, out at Poughkeepsie.

Collins Makes a Whirlwind Fight.

W. G. Collins, riding a twin cylinder Indian motorcycle not only broke the record for the Nineteenth avenue boulevard hill, at the occasion of the San Francisco Motor Club's second annual hill climbing contest on Wednesday afternoon, March 30th, but he bettered by nearly 10 seconds the fastest time made by a racing automobile in the free-for-all event.

The Nineteenth avenue boulevard hill, which is 1 1-20 miles in length, with a stiff gradient, was in good condition, which is responsible for the phenomenal time made by Collins. The record of the hill, made last year was 1:12⅕, and in the climb last Wednesday, Harris Hanshue, who scored the fastest time with an automobile, covered the distance in 1:07. Collins knocked Hanshue's performance sky-high, by shooting up the incline in 57⅕ seconds, which is at the rate of 66⅕ miles an hour, which, for uphill work, borders upon the remarkable.

Charles Balke, on a Thor, and Herman Kohl, riding a Peugeot, were the only other entrants in the motorcycle class besides Collins. Balke climbed to the top in 1 minute 12⅘ seconds, but Kohl came to grief before finishing.

Kohl was crossing a railroad track at full speed and his front wheel buckled, throwing him over the handlebars and into a ditch several feet away. The few spectators who saw the accident, as it happened before the finishing line, expected to find Kohl killed, but he arose smiling, with nothing more serious than a bruised hand.

MOMMER QUALIFIES AS A "POET"

Adds to His Reputation at "America's" Annual Banquet—Occasion Made Notable Also by Adee's Epigram.

"A wise old owl once lived in an oak.
The more he saw the less he spoke;
The less he spoke the more he heard,
Why can't we all be like that old bird?"

It may have been the above admonition that frightened some of the speakers at the annual reunion dinner of the Century Road Club of America, held in Terrace Garden, New York City, Saturday night last, for it is certain that after reading it, several of the prospective speakers forgot what they had intended to say, while some of the newer ones, who were about to make their debut as after dinner orators, looked frightened when they read the verse, and got away before the toastmaster had opportunity to single them out. One of the latter class was Paul Alphabetical Thomas, who luxuriates on Long Island, lives in New York City, and exists in Tarrytown, N. Y. Thomas was afraid he would be called upon for his maiden speech (sic) and slunk away just as the oratorical fireworks started. Later he said that the real reason for his going was to catch the last train, but, of course, no one believed him.

Altogether the affair last Saturday night was a joyous occasion. About 150 members and friends of the Century Road Club of America sat down to dinner and if the actual meal was not finished until a few minutes past midnight the blame cannot be attached to anyone but Fred E. Mommer, who managed the reunion and acted as toastmaster instead of P. A. Dyer, who was compelled to remain away because of sickness in the family. Mommer attempted to disguise himself under the nom de plume of "Fritz von America," but every one knew who it was perpetrated the rhyme-embellished menu card.

If the truth be told, Mommer was to the annual dinner of the C. R. C. of A. what Quincy Kilby is to the festive gatherings of the good old Boston Bicycle Club. He was, to borrow Kilby's word, the "limerickist" of the occasion, and it was solely because every guest had to read the 16 poems through before tackling the dinner, that the speechmaking did not properly begin until Sunday morning, but as all the talks were sermons on the doctrines of bicycling, fresh air, sunshine and good fellowship, those who remained to hear them can be forgiven for not going to church.

Mommer summed up the history of the organization in the very first verse:

'Twas in fourteen hundred and ninety-two
When Columbus landed with his crew;
He formed a club of century riders,
Composed of Indians and outsiders.
Four centuries since have passed away,
But the club remains—it's here to stay.
Things have changed since those old days,
Conditions differ in many ways;
They used to ride for scalps and glory,
It's medals now and bars of gold.
They used to finish red and gory.
Gasolene-perfumed, 'tis now, I'm told.
I'm sure you'll join me in one Rah!
For the C. R. C. of America.

While the coffee and cigars were being served Eugene Suykerbuyck, one of the members, entertained with a number of popular songs, and he was followed by "Herbert, the Impersonator," who also is said to be a member. Herbert immortalized some of the members in song.

Then Mommer introduced President John Bailie, as the granddaddy of the boys. The club's white-haired president admitted that he might be almost as old as "Dan" Adee, but that he was every bit as young in spirit. Mr. Bailie spoke of the spirit of comradeship which should actuate all bicyclists and wanted every person present to pledge himself to lend every assistance possible to every brother cyclist in trouble on the road.

Daniel M. Adee, president of the National Cycling Association and the Century Road Club Association, without whom no annual dinner is complete, was introduced —as though an introduction were necessary —in the following couplet:

"Many years have passed away
Since Adee first saw light of day.
Scores of centuries he has paced,
Lots of autos he has raced,
Many hardships he has faced.
Since Noah's time he's paced the bunch,
So scribes will tell you, with a hunch;
You still are good for many a day—
You're all to the merry, D. M. A."

Mr. Adee's speech was thoroughly characteristic, as usual, and one of his opening remarks was so trite and epigrammatic that it deserves to live: "There are lots of doctors in this world—allopaths, homeopaths and osteopaths, but a cycle path is the best of all."

Will R. Pitman, of the Boston Bicycle Club, was next heard from, and after the toastmaster had eulogized him in about a yard of rhyme, there was not very much left for Pitman to say. However, he soon felt his feet firmly on the floor and began by telling a lot of good things about Fred Mommer, Peter A. Dyer and the late Colonel Albert A. Pope. Pitman told of his early career in bicycling, and some of the hardships that riders then were compelled to submit to and gradually led up to the subject of good fellowship on the roads. During the course of his remarks Pitman declared: "It's a rare thing to find a bicyclist with a grouch; if you do, it's when he is 40 miles from nowhere, with the temperature 102 degrees, and not a shade tree in sight, and the rear tire punctured."

Herman Geiler, who is the club's centurion and one of the most enthusiastic hard workers in the organization, made an address that was chock-full of optimism, and which doubtless had the effect of reawakening interest in a few who have allowed their enthusiasm to flag. He was followed by Frank L. Valiant, who told some humorous incidents connected with a bicycle tour in Bermuda. He prefaced his remarks by comparing the Century Road Club and several other clubs he knew of with two frogs. One was an optimistic little frog (the C. R. C. of A.), and the other was a pessimistic frog (some other clubs). Both fell into a pail of milk. The pessimistic little frog became disgusted because the side of the pail was high and slippery and he couldn't clamber out. He soon became discouraged and sank to the bottom and was drowned. The optimistic little frog, however, was determined to not give up the fight and kept swimming around and around. His exertions had the effect of churning the milk into butter, and when he had churned a firm foundation he jumped out of the pail and thereafter lived a useful frog life.

Sylvain Segal, of the Century Road Club Association, was the last speaker. Letters of regret were read from P. A. Dyer, Treasurer Fred I. Perreault, of Malden, Mass., Thomas W. Baker of Baltimore, and another from a member who signed himself "Old Man Wheeler of California." Wheeler's letter was very amusing. He wrote that he had intended to come to the annual dinner, but had been disappointed in not receiving some aeroplane parts from France, and his cycleplane therefore was rendered useless. If the parts did not arrive within a fortnight he intended to be at the next dinner. In order to get to New York on time he would start and walk from California and was sure that his physique was such that he could easily overhaul Weston in a few days. Wheeler said that while Andrew Carnegie was in California he had attempted to interest the famous library donor in endowing a scheme to promote trans-continental record attempts.

The reunion and dinner broke up only after "three cheers and a tiger," and several times three, had been given for Mommer, George Hausenbauer, Geiler and others.

Concourses Meet at Festal Board.

The second annual banquet of the Concourse Motorcycle Club, of New York, which was held in the Hotel Gerard on Tuesday evening last, 5th inst., was more than a "family affair," and points to even better things in the future. Seventy-five sents were occupied, a number of them by ladies, special tables being provided for the New York Motorcycle Club and the Harlem Motorcycle Club, from both of which representative delegations were present. Several good addresses were made, the more serious speakers sounding a note of warning regarding observance of the speed laws and urging the creation of a higher standard in club life and club conduct, of which the banquet itself was a good indication.

The Des Moines (Iowa) Motorcycle Club perfected organization this week by the election of the following officers: President, Thomas Waters; vice-president, E. P. Anthony; secretary, Gilbert Smith, and treasurer, B. C. Marohn.

NEWARK STARTS RACING SEASON

Fine Program Marks Opening Meet—Stein Wins Feature Event, and Amateurs Supply a Sensational Spill.

With a yelling crowd of between 6,000 and 7,000 persons completely filling the grandstand and spacious bleacher tiers and overflowing into the arena field, the outdoor bicycle racing season was successfully inaugurated at the Newark (N. J.) Velodrome on Sunday afternoon last, April 3d. Manager John M. Chapman again made good his promises, for the card of events was as comprehensive and afforded as much excitement as any midsummer program ever carded at the Newark course. The feature, naturally, was the "Velodrome Mile Handicap," for which $500 had been offered for the professionals, and it was a sizzler in every sense of the word. Charles Stein, of Brooklyn, who two years ago was the amateur champion, carried off the honors and the big prize, and without detracting a whit from Stein's sterling performance. Kramer's magnificent ride from scratch was the real feature of the race. Although Kramer finished fourth, the time made by Stein—1 minute 53⅗ seconds—implies that the world's record probably would have been shattered had the champion been able to put his wheel over the line first. It certainly is remarkable riding for the first event of the season.

The Parisian idea of arranging handicap races, which was tried out with success last year, prevailed in the big handicap race, and the promoters, if they are wise, will conduct all handicap events upon the same lines, as such procedure insures a cracking race from start to finish. The idea is to place all the low mark men in one heat, the next-to-the-low-markers in another, and so on, and with three to qualify in each heat the final heat is therefore composed of the best men upon the various marks. With big lap money in the final great speed is assured. There is none of the waiting for the low markers and taking chances in the sprint which previously has marred so many handicap events.

The "Velodrome Mile Handicap" was composed of four trial heats and a final, and the first heat had Kramer and Lawson on scratch, and riders from the intermediate marks up to 70 yards, Fred Hill, of Boston, occupying that position. Kramer had no difficulty in winning, Hehir, of Australia, being second, and E. F. Root, Melrose, Mass., third. In the second heat, made up of men from 75 to 110 yards, Fred West, of San Francisco, breezed across the line an easy winner, with Charles Stein second, and Menus Bedell third. The third heat went to Charles Vanoni, the Italian favorite, Teddy Billington, Vailsburg, second, and Albert Crebs, the newcomer from Salt Lake City, third. The fourth heat made up of long-markers, went to Al Treibel, Newark, John King, of the same city, and Charles Schlee, also of Newark, in the order named.

In his heat Lawson showed lack of condition, so that when the final heat was called the nearest man to Kramer, the honor marker, was E. F. Root, on 30 yards, with Hehir ten yards further on. Hehir and Root unwound slowly until Kramer overhauled them, and then they hot-footed it for the leaders, who then were grinding out a merciless pace for the $10 lap prizes. Treibel led the first two laps, Crebs led at the half mile, and West was in front at the fourth and fifth laps. The intermediate markers in the meantime had been gaining rapidly on the leaders and when Hehir and Root turned Kramer loose at the bell it was seen that the champion could not hope to close the big gap. Stein was in front at the bell lap and he went all alone the last lap. Kramer worked like a steam engine and lessened the distance, but Stein was never in danger. The former amateur champion came in under a wet sail, three lengths to the good, with West second and Vanoni third. Kramer was fourth and Root followed him across the tape. As stated elsewhere, the time for the mile was 1:53⅗, unusually fast for the beginning of the season.

The other professional event was a quarter mile invitation, to which Kramer and Lawson were barred. Peter Drobach, South Boston; E. F. Root, Melrose, Mass.; Charles Stein, Brooklyn; Percy Lawrence, San Francisco; Patrick Hehir, Australia; Charles Vanoni, Italy; Fred Hill, Boston, and West, San Francisco, qualified for the final go in the four preliminary heats. Hill slipped in on the inside when it appeared a sure go for Drobach. Stein was third and Billington fourth. It was a close finish, not more than six inches separating any of the quartet. Later Drobach suffered a severe spill in his heat of the handicap. Rupprecht, who was held responsible for the accident, through his rough riding, was suspended for 30 days by Referee John H. Valentine, the new official. Valentine showed that he intends to be a referee in fact as well as in name.

The five miles amateur scratch, which should have provided a blood stirring finish, practically was robbed of a great deal of interest by a spectacular spill, in which 18 riders tumbled down like wheat before a scythe. The accident occurred on the homestretch during the third mile and was caused by some one trying to get inside Fred McCarthy, the Canadian rider. McCarthy crumbled up and fell and by the time the riders ceased tumbling Cris Scheller and Lloyd Thomas, of San Francisco; Phil Wright, the Salt Lake flier, and several other noted cracks, had been put out of the running. Courtney Peer made an excellent ride in the last lap and beat out Jacob Magin for the honors, with Maurice Vanden Dries third. The prize for leading the most laps went to Earl Adams, a negro rider of Montclair, N. J., who was in front 12 times.

In the half-mile amateur handicap Wright, who is probably the best of the newcomers, was disqualified for going inside the pole line. The final heat was won by Maurice Vanden Dries, from 20 yards, who competed for the first time as a member of the New York Athletic Club. Last season young Vanden Dries rode unattached, but he showed such promise that several clubs were anxious to have him represent them. Another rider who came into prominence was William Coburn, who finished second. Young Coburn is a son of Tom Coburn, and a nephew of Will, Jack and Dave Coburn, who were noted riders a few years ago. Jerome Steinert finished third, and undoubtedly will figure in the championships this season. He fell in the five miles race, but remounted, overhauled the field and finished fifth. The novice race was won by Donald MacDougall, of Newark, Burt Turton breezing in an easy second. The summaries:

One mile novice—Qualifants: M. Ryan, D. MacDougall, Burt Turton, Louis Cone and Ray Mantz. Final heat won by MacDougall; second, Turton. Time, 2:55⅕.

One-quarter mile invitation, professional—Qualifants: Peter Drobach, South Boston; Edward F. Root, Melrose, Mass.; Charles Stein, Brooklyn; Percy Lawrence, San Francisco; Teddy Billington, Vailsburg; Patrick Hehir, Australia; Charles Vanoni, Italy; Fred Hill, Boston, and Fred G. West, San Francisco. Final heat won by Hill; second, Drobach; third, Stein; fourth, Billington. Time, 0:29⅘.

One-half mile handicap, amateur—Qualifants: John Brennan, N. T. V. W. (10); Philip Kaufman (75); Ernest Jokus, N. T. V. W. (10); Jerome Steinert, Hicksville (30); Courtney Peer, N. T. V. W. (25); Fred McCarthy, Canada (10); Frank Blatz, Jersey City (40); Maurice Vanden Dries, New York A. C. (20); Clarence Carman, National A. C. (20); William Coburn, Newark (65). Final heat won by Vanden Dries; second, Coburn; third, Steinert. Time, 0:59.

Five miles scratch, amateur—Won by Courtney Peer, N. T. V. W.; second, Jacob Magin, N. T. V. W.; third, Earl Adams, Montclair; fourth, William Coburn, Newark; fifth, Jerome Steinert, Hicksville. Time, 11:55. Lap prize winner, Adams.

One mile "Velodrome Handicap," professional—Qualifants: Frank L. Kramer, East Orange (scratch); Patrick Hehir, Australia (40); E. F. Root, Melrose, Mass. (30); Fred G. West, San Francisco (80); Charles Stein, Brooklyn (75); Menus Bedell, Newark (100); Charles Vanoni, Italy (115); Teddy Billington, Vailsburg (135); Albert Crebs, Salt Lake City (125); Al Treibel, Newark (155); John King, Newark (150), and Charles Schlee, Newark (150). Final heat won by Stein; second, West; third, Vanoni; fourth, Kramer; fifth, Root. Time, 1:53⅗. Lap prizes won by Treibel 2, Crebs 1, West 2, Stein 1.

GRAVES GETS THE CHAMPIONSHIP

But Knappe, on a Borrowed Motorcycle, Proves Surprise in 100 Miles Event—An All-Amateur Meet.

Erwin Knappe, riding a 5 horsepower fully equipped stock Indian motorcycle which he had borrowed from a friend a few minutes before the race, won the 100 miles free-for-all race at the postponed meeting of the Los Angeles Motorcycle Club, held at the mile Ascot Park track near Los Angeles, Sunday last, 3d inst., covering the distance in 1 hour 53 minutes 43⅘ seconds. Knappe stopped but once—in the 85th mile—for oil.

The feature of Knappe's victory was that he only went into the long race to fill up and had no idea of being able to win from riders on specially built and tuned racing machines. Graves led the field at a terrific pace until the 85th mile, when he was six miles ahead of Kittle. The first 25 miles were reeled off in 23:57—great going for a dirt track—50 miles in 47:28⅘, and 75 miles in 1:18:05⅗. At the 87th mile Graves led Knappe by four miles, Kittle was three miles back of Knappe, and Schafer nine miles behind Graves.

Graves lost all his lead and two laps more when he stopped to fill his gasolene tank. He got into the running again when Knappe was leading at 90 miles, and after riding like a fiend for five miles, he had to quit for good when his rear tire punctured and left the rim. Kittle, on an Indian, rode well into second place, and Clarence Briggs on an Excelsior, made a splendid showing and finished third. Schafer had lots of hard luck and managed to finish fourth. The century was the most exciting race ever held by the club, as the outcome was problematical for the entire last 25 miles.

Although the 100 miles free-for-all proved the most exciting event on the excellent program, the 5 miles national F. A. M. championship—the first of the titular races to be decided this year—was the most coveted prize. Schafer suffered misfortune in the second mile when he tumbled after the rear wheel gouged a dust hole and buckled under him. Graves (Indian) won in the excellent time of 4:47⅗, with Frank Loge (R-S) second and Hubert Kittle (Indian) third.

The other events consisted of a five miles for private owners riding fully equipped stock singles, which went to Clarence Briggs on an Excelsior; a five miles free-for-all, 30½ cubic inches, which Graves and his Indian won in 5:48⅗; a six miles free-for-all, 48 cubic inches, which saw a newcomer, Percy Powers (Indian), finish in front of Graves and Loge on an Indian fitted with tandem attachment; and a six miles free-for-all, 61 cubic inches, when Kittle took Seymour's measure. The summaries:

One mile bicycle handicap—Won by Clarence Watton (75); second, George Smith (scratch). Time, 2:30⅗.

Five miles for private owners, single cylinder, belt drive stock machines—Won by Clarence Briggs, Excelsior; second, Frank Montgomery, Excelsior. Time, 5:48⅗.

Five miles free-for-all, 30½ cubic inches—Won by M. J. Graves, Indian; second, E. E. Earhart, Thor; third, Raymond Seymour, R-S. Time, 5:04⅗.

Six miles free-for-all, 48 cubic inches—Won by Percy Powers, Indian; second, M. G. Graves and Frank Loge, on tandem Indian; third, J. Howard Schafer, Thor. Time, 6:12⅗.

Five miles F. A. M. national championship, 61 cubic inches—Won by M. J. Graves, Indian; second, Frank Loge, R-S; third, Hubert Kittle, Indian. Time, 4:47⅗.

One hundred miles free-for-all, 61 cubic inches—Won by Erwin Knappe, Indian; second, Hubert Kittle, Indian; third, Clarence Briggs, Excelsior; fourth, J. Howard Schafer, Thor. Time, 1:53:43⅗.

Brown First in Wyoming Road Race.

The Wyoming Motorcycle Club flirted with danger on Sunday, 27th ult., when it held a road race in the vicinity of Cheyenne. The distance is not stated, but F. Brown finished first in 1:04:50; Iwaso Tukusuna was second in 1:14:40, and Roy Stevens third in 1:18:30. These three riders were mounted on Excelsior motorcycles. C. E. Williams and M. Draughbaugh came in together in 1:45:05, Williams having lost 8 minutes through a blow-out. T. Boyer and Richard Ettlethorpe fell and did not finish. The prevalence of automobiles and horse-drawn vehicles on the roads made the race dangerous, and the next meet of the Wyoming Motorcycle Club will be held on the Cheyenne track, it is stated.

Utah Motorcycle Track Almost Sure.

The much talked of motorcycle track for Salt Lake City is almost an assured fact, according to advices from that center of activity. It was announced that the Heath brothers, who control the Salt Palace bicycle track, have decided to build it and that it will be a half mile in circumference. The big bowl will cost $40,000 and will be located on the Heath-Mellon property opposite the Salt Palace saucer. The only stumbling block in the way of immediate construction will be in the event of not being able to secure sufficient suitable lumber at this time of the year. Jack Prince, who built the Los Angeles motorcycle and automobile board tracks and the Springfield (Mass.) course, is expected in Salt Lake City next week to confer with the Heaths.

California Boasts a Heavyweight.

The 263 pounds English rider of a 3½ horsepower motorcycle must be relegated to the discard in heavyweight honors. Sacramento (Cal.) boasts of a rider who tips the scales at 334½ pounds. He is R. B. Owens, who rides a Racycle single.

WARREN WINS TWICE AT DENVER

With no Conflicting Meet, Races at Tuilleries Track Draw Large Crowd Which Sees Good Sport.

Despite unfavorable weather the regular weekly race meet at the banked Tuilleries track at Denver, Col., occurred on Sunday afternoon last, April 3d. No meet was held at the Broadway park track, where unsanctioned meets have been in progress for several weeks. It follows that with no conflicting events a large crowd attended the Tuilleries meet and all the events were exciting, not an accident marring the program.

The feature event of the afternoon was a 5 miles free-for-all, contested by Joe Wolters, D. C. Warren, A. S. Margason and Harry Good. Margason and Walters got away together, with Good and Warren a bit slow at the gun. Walters set the pace for about three miles when Margason decided to pass. In the meantime Warren had been crawling up and as the three riders whirled around the track so closely that a sheet could have covered all the spectacle was thrilling. Margason succeeded in passing Walters after a pretty ride and was never headed, winning by a close margin from Wolters, and Warren not far away in third place. The time was 5:59, unusually fast going for that track.

In the other two events Warren took all the honors. He won the five miles for stock singles in 6:15, and in another match event at the same distance he finished in front again, his time being 6:14.

"Curley" Fredericks proved that he had more stamina than the other riders in the bicycle pursuit. He overhauled all his opponents save C. Bruggeman, and finally beat him by a length at the tape. The summaries:

Unlimited bicycle pursuit—Won by C. Fredericks; second, C. Bruggeman. Distance and time not stated.

Five miles free-for-all, motorcycle—Won by A. S. Margason; second, Joe Wolters; third, D. C. Warren; fourth, Harry Good. Time, 5:59.

Five miles match—Won by D. C. Warren, Merkel. Time, 6:14.

Five miles for single cylinder stock machines—Won by D. C. Warren. Time, 6:15

Plainfield Will Give Gold Watches.

The program for the opening motorcycle race meet to be held by the Plainfield Motorcycle Club at the driving park track, Plainfield, N. J., Saturday afternoon, April 16th, was announced this week. It consists of a two miles novice, 30½ cubic inches; 5 miles handicap, Plainfield riders, 30½ cubic inches; 5 miles free-for-all handicap, 50 cubic inches; 3 miles scratch, 30½ cubic inches; 1 mile novelty and 10 miles handicap, 50 cubic inches. Gold watches will be given as first prizes in every event.

FOUR TIMES FLAT FLOOR WINNER

Vanden Dries Keeps up His Good Work—Settles an Old Score with Embittered Brooklyn Rivals.

William Vanden Dries, the dualclub bicycle rider, who in the armory races represents the 22d Regiment A. A., and in open track races competes under the colors of the New York A. C., apparently is in a class by himself on the flat floor. VandenDries, who has made an enviable reputation for himself the past winter, practically brought his indoor season to a close the latter part of last week and this week by winning four races at different armory meetings.

Vanden Dries scored his first victory on Saturday night last, April 2d, in a 5 miles scratch race which formed the feature of the annual games of the Central Y. M. C. A. at the 14th Regiment armory in Brooklyn. Vanden Dries completely demonstrated his superiority over Walter Raleigh and Hugh Brown, the two riders who had managed to defeat him a week before in an armory race by foul riding, tactics which, by the way, resulted in the disqualification of one of the pair, as detailed in last week's Bicycling World.

Brown and Raleigh were determined to again wallop Vanden Dries, and with that idea in mind they set a grinding pace from the very start, alternating in the lead. Only once were they not in front, and that was when Mohrman, of the 13th Regiment, remained in front for a lap. All this time Vanden Dries had been sticking close to Brown and Raleigh and three laps from home he made his bid. He got around the pair and sprint as hard as they could they could not dislodge him from that position. Brown made an attempt to go inside the line on the last lap, but Vanden Dries held his position and won out in 13:12⅖. Raleigh finished third, about 10 yards back of Brown.

Immediately after the finish of the bicycle race, which was one of the first events upon the program, the riders were bundled into a taxicab and as fast as the policemen would allow, the driver headed for the 71st Regiment armory, where the games of Companies B and K were in progress. The bicycle feature at that armory was a three-miles inter-city pursuit, a return match of the race recently held in Brooklyn where Vanden Dries and Charles Nerent, representing New York City, had lost by a narrow margin. Vanden Dries and Nerent, of the 72d Regiment, represented New York, and Brown and Raleigh mounted their bicycles for Brooklyn.

Vanden Dries and Nerent worked together like the cog wheels of a well regulated clock and after six laps of fast pedaling succeeded in overhauling Raleigh, who could not keep up to the pace supplied by Brown. With Raleigh out of the way the crack New York pair steamed around the track for two miles more, when they overhauled and passed Brown. The time for the three miles was 7:29⅕.

Vanden Dries's next conquest was at the annual spring games of the 22d Regiment A. A., at their New York armory, Monday night last, 3d inst. In the two miles bicycle handicap he started from scratch and won out easily over R. G. Carlson, who started from the 100 yards mark. W. Buckingham was third from 120 yards. Time, 5:07⅗.

Clarke May Ride in Salt Lake City.

A. J. Clarke will have to postpone his attempt to win the world's sprint championship for another year, if reports from Salt Lake City are true. It was announced this week that Manager Harry W. Heagren had received a cabled acceptance of his offer, and that Floyd Macfarland and Clarke will leave Paris in time to compete at the opening meet at the Salt Palace saucer, which is scheduled for May 30th.

The announcement, which bears every evidence of verity, is important, as it means that Manager Heagren has succeeded in obtaining two of the best riders in the world and, incidentally, has scored a point over Manager J. M. Chapman of the eastern circuit.

Chapman had been trying to get Macfarland and Clarke for the circuit of tracks that he is projecting in the East, but Macfarland and Clarke demanded a guarantee of $5,000 and whatever prize money they won. It is said that Chapman agreed to $5,000 but objected to allowing them to receive also the prize money. Heagren's offer was a percentage of the receipts plus a guarantee, amount not stated.

Chapman to Manage Clifton Stadium.

It was announced late this week that John M. Chapman has been secured as manager for the Clifton (N. J.) stadium, and the news is important, as it will set at rest all the conflicting rumors regarding the management of that velodrome for the forthcoming season.

The addition of the Clifton Stadium gives the eastern circuit five tracks, and with that number in operation this season the promoters should be able to give the "fans" the best bicycle racing witnessed in ten years.

Since his appointment Manager Chapman has announced that the Clifton Stadium would reopen for the season on Sunday afternoon, April 24th. It is likely that future meets will be held at night in order not to interfere with the dates of the other tracks embraced in the circuit.

Ferrari Decides to Chase the Cash.

Michael Ferrari, who for several years has represented the Bay View Wheelmen of Newark, N. J., upon the track and road, has decided to turn professional. "Mike" will make his debut tomorrow (Sunday) at the Newark Velodrome.

MAY BUILD TRACK AT WORCESTER

Grady and Farrell Make Overtures to Chapman—Work Already Has Commenced on the Saucer at Providence.

It is not improbable that Worcester, Mass., may be included in the eastern circuit of bicycle tracks that will be in operation this summer under the management of John M. Chapman, the details of which first were announced exclusively by the Bicycling World. Chapman has gone to Worcester to confer with J. W. Grady and W. P. Farrell, who, it is stated, are ready to finance the project if Chapman will include Worcester in his season's itinerary.

As has been stated eight lap tracks will be built at Providence, R. I., and New Haven, Conn., and the plan is to have Sunday racing at the Newark Velodrome, Newark, N. J., and the Clifton Stadium, Clifton, N. J., a Wednesday night meet at the Newark course, Thursday night at New Haven, Friday night at Providence and Saturday night at Revere Beach, Mass.

If Worcester is included in the circuit, it is planned to have circuit racing one night every two weeks, alternating with either New Haven or Providence. On the off week nights Grady and Farrell will promote meets entirely for amateurs, and as the large field of riders from Boston would undoubtedly compete no doubt some very interesting meets would take place.

Chapman left for New England early this week and while away he will confer with Grady and Farrell. Then he will go to Providence and begin the construction of an eight laps track. A site has been secured at Melrose Park, opposite the baseball grounds. The saucer will follow the style of most eight lap tracks and will be 20 feet in width, with the banking raised to 48 degrees on the turns, to permit motor-paced racing.

As soon as the work is sufficiently under way Chapman will begin the erection of the saucer at New Haven. It will be identical in construction to the Providence saucer. The site is at Lighthouse Point, a summer resort a short trolley ride from the city. The racing at both the New Haven and Providence tracks will begin the week after Decoration Day.

Serious Spill at Riverview Rink.

The worst spill of the season occurred at the Riverview Rink, Chicago, last Sunday afternoon, April 3d, when five riders went down during the progress of the five miles bicycle race. Joseph Mesigal received a fractured leg and a scalp wound, and Herman Hultgren, another crack, hit a post and broke his nose. The other riders escaped serious injury. Howard Bigelow won the race. A motorcycle event went to Frank Fortman, who covered the 5 miles in 5:19.

From the Four Winds

Oliver Dorlon who, with E. F. Root, won the New York six days race in 1904, has left his Sheepshead Bay (N. Y.) home to go to Salt Lake City, where he will ride this season. Dorlon, who is a good handicap man, has not ridden for a year or more, but has been piloting an automobile through European countries.

Frank Galvin, the American pace follower, has arrived in Paris and is training behind the motors at the Parc des Princes track. According to Parisian advices Galvin has created a very favorable impression in his workouts and has been engaged to participate in a 100 kilometers motor paced race on Sunday, April 17th.

His first ride on a bicycle proved fatal Thursday night, 7th inst., to Meyer Barber, a tailor, 30 years of age, who lives in Brooklyn, N. Y. Barber was learning to ride and in consequence was wabbling. He collided with a wagon at Stone and Blake avenue, and was thrown under it. The heavy wheels caused instantaneous death.

Failure to notice that his handlebars were loose almost cost John Saul, of Hamburg, Pa., his life on Thursday, 31st ult. Saul was descending a steep hill near McKeesburg, when the bars loosened and precipitated him head foremost to the street. He is suffering from concussion of the brain and may not survive the shock.

The Dayton (O.) Motorcycle Club has elected the following officers to serve during the ensuing year: President, J. A. Campbell; first vice-president, Max Reese; second vice-president, J. W. Graham; secretary, L. M. Brannon; corresponding secretary, Carl Cappel; treasurer, W. H. Rossiter. The five officers will constitute the board of governors.

It is getting to be the fashion for living members of bicycle clubs that flourished a decade ago to get together once a year and talk over old times. The most recent to hold a reunion were the former members of the old Falcon Wheelmen, who for the first time, since they disbanded in 1903, got together at a banquet held at the Clarendon Hotel, Brooklyn. Samuel Ingersoll Kelton acted as toastmaster.

It is not improbable that Joe Fogler, the Brooklyn long-distance rider, who recently joined the ranks of benedicts, may compete in Europe instead of America this season. Fogler did not ride at the Newark Velodrome on Sunday, as he considered that he is entitled to a guarantee as well as some other riders. In the meantime he has received an offer from abroad, which he is seriously considering.

Although far removed from New York, bicycle riders in Patchogue, Long Island, and the surrounding country will not want for excitement on Decoration Day. H. A. Rowse, proprietor of the bicycle shop on Ocean avenue, Patchogue, has announced that he will hold a 50 miles race to Bellport and return on May 30th. Twelve prizes will be awarded and the entry fee will be 50 cents.

Civic reform in the matter of expenditures has caused the municipality of Spokane, Wash., to select a motorcycle for use of the electrical inspector in making his rounds. Previously an automobile was employed for the purpose, but the high cost of operation caused the city fathers to make tests with motorcycles, as a result of which Spokane's Electrical Inspector will hereafter make his rounds astride a Harley-Davidson motorcycle.

Herman Bosky, of the Polish colony of Red Bank, N. J., was arrested last Monday night, 4th inst., upon suspicion that he was connected with the disappearance of some bicycles. He was taken to the police station and searched, a razor being found upon his person. Later it was found that he was not the person wanted in connection with the bicycle thefts, but the police had him sent to jail upon the charge of carrying a concealed weapon.

While crossing the tracks in Springfield avenue, Irvington, N. J., on his bicycle, Walter G. Van Benthuysen, 19 years old, of that town, collided with a trolley car and was almost instantly killed on Friday morning, 1st inst. An ambulance was called from the City Hospital, but the surgeon found the victim beyond aid. It is assumed young Van Benthuysen failed to notice the approach of the trolley car as he rode into it head on.

Robert C. Lewis, of Stratford, Conn., who is one of the assistant instructors of the Sheffield Scientific School at Yale University, met with a peculiar accident on Sunday last, 3d inst., which may prove serious. He was turning a corner in New Haven when he was suddenly thrown from his bicycle. He was picked up and carried to the office of Dr. Whittemore, who found the young man suffering from concussion of the brain. Apparently no one witnessed the accident and Lewis is at a loss to know how it occurred.

The outdoor racing was ushered in at the Golden Gate Park stadium, San Francisco, Cal., Sunday last, 3d inst., when the annual 30 miles novice relay race was held. The honors went to the Garden City Wheelmen, of San Jose, their added time for the six relays being 1 hour 30 minutes 7⅗ seconds. Of the six teams that started the only one to finish except the winner was the New Century Wheelmen. Several spills marred the race. The teams represented were the Garden City W., New Century W., Oakland W., Alameda W., College City W., and Golden City W.

Robert J. Walthour made his season's European debut in the Grand Prix of Easter at Berlin on Monday, March 28th, but he was not very successful; in fact, he finished last. Theile won the race, which was of one hour's duration, by covering 73 kilometers; Dickentmann was second with 67 kilometers 750; Schipke third with 66 kilometers 730, and Walthour fourth, his distance being 54 kilometers. The surprise of the meet was the defeat of Walter Rutt in the Easter sprint prize. Otto Meyer vanquished the noted six days winner by a quarter length. Wegener finished third, a half length back of Rutt.

Chasing automobiles at a mile a minute clip on a dusty road is not all that it is cracked up to be, to which John Mesele and Henry Wunche, two motorcycle policemen attached to the Jamaica (N. Y.) precinct will testify. Mesele and Wunche were after a scorching automobile on the Merrick road Sunday last, 3d inst., and the dust prevented Mesele, who was leading, from seeing a rock in the roadway. He was thrown and Wunche ran into him. Both cops were rendered unconscious and taken to the station by a passing automobile Wunche sustained several fractured toes and other injuries, while Mesele was bruised and scraped raw almost from head to foot.

Nat Butler suffered misfortune in the Grand Prix of Easter at the opening of the Cologne track on March 27th. The American veteran was matched against Stellbrink, Berthet and Van Gent, the race being run in two heats, but his pace was faulty, he writes. Stellbrink won the first in 17:26, and when he had finished the 20 kilometers Berthet had covered 19.35 kilometers, Butler 19 kilometers, and Van Gent 15.65 kilometers. Stellbrink also won the second heat, at 60 kilometers, his time being 52:41. Butler was second with 56.950 kilometers, Berthet third with 55.350 kilometers, and Van Gent last with 55 kilometers. The addition of distance gave Stellbring the victory, Butler second place, Berthet third and Van Gent last.

The Empire City Wheelmen of Brooklyn were a busy lot of cyclists Sunday last, April 3d. The club held its first novice handicap, open to all club members who previously had not won a prize at any of the club meets. The distance was made 10 miles and 28 riders started from the various marks. The result was as follows: First, Thomas Kennedy (2:00); second, Harry Giffen (2:00); third, L. Hilsen (2:30); fourth, John Becht (scratch); fifth, Henry Murphy (scratch); sixth, Peter Sorensen (0:30); seventh, Patsy Demans (0:30); eighth, Giuseppi Orlando (0:30). Time, 29:14. Previous to the novice race the club held its weekly "cork race," a field of 17 starting. H. R. Brown and Franklin Fisher formed a team, and at a half mile to go the pair jumped, shaking all but Walter Raleigh. Fisher turned Brown loose at 100 yards from the tape, expecting him to win out easily. Raleigh, however, had a finishing sprint in his legs and nosed out Brown by a couple of inches.

FROM HOSPITAL TO GOLDEN GATE

Johnson's Knockabout Tour Leads Across Continent's Backbone—Inspiring Scenery and Exciting Experiences.

After my exciting experience in the logging camp in New Mexico, and the enforced stay of two weeks in the hospital at Trinidad, as detailed in last week's Bicycling World, I again mounted the bicycle which had carried me from Kansas, and which I had left at Trinidad on my way down to the lumber camp, and pointed my nose toward the Golden Gate.

From Trinidad to Salida, along the foot of the Sangre de Christo range, is some of the grandest scenery in the United States. Back of the foothills lies a high, rolling plateau that gently sweeps back to the very foot of the great range that divides the waters of the Pacific from the waters of the Atlantic. Immediately at the foot of the great saw-tooth mountains the deep gorges that cut the mountain in twain, open out in wide, comparatively level valleys before again cutting deep into the bowels of the earth on their way through the foothills. Easy swells mark the beginning of huge hogbacks, which lie to the east, and gentle swales here are later gigantic gorges as they make their way to the plains of Eastern Colorado. To the right was the secondary range, rough, ragged and rocky, to the left the towering backbone of the American continent, purple in its haze of pure air, while circling around the crests of the peaks were ofttimes snow white clouds, now hiding them, now resting on their brows like the powdered wigs of old time judges on the bench.

Ahead were vast stretches of prairie land bounded on the one side by pines and cedars, on the other by the white bodied quaking aspen and the feathery fir, while here and there broad bands of green marked the willows and aspen that lined the bank of a stream on its way to the Atlantic. Great pines, like giant sentinels reared their heads among the verdant foliage or stood alone in the open parks silently inviting the wayfarer to rest beneath its shade, while waving grass carpeted the ground or disputed possession of the land with thousands of flowers of every shade and hue.

To add to the beauty and pleasure of the scene the waters that rippled across the road over their rocky beds, shaded with ferns and flowers, were as clear and cold as only Nature in her purity could make them, and the sharp, bracing breezes that came from the snow clad crests of the mountains carried life and vigor on their wings.

Occasional cow camps or sheep camps afforded shelter for the nights and a hospitable welcome was always forthcoming. The sight of a lone rider trusting to his own efforts and such a frail machine to carry him on such a far journey seemed to appeal to the few and everyone was ready with a helping hand and words of kindness. This part of my journey was all too short. I never tired of gazing at the magnificent grandeur of the beautiful Sangre de Christo range, and the passing streams and parks and wooded stretches held new charms at every turn. Salida Co. lies in this lovely stretch that extends from the New Mexico line to beyond Leadville, though the Grand Canon of the Arkansas makes a deep break where it crosses at Salida.

At Salida I turned directly west and up the valley of Poncha. Here the real climbing began and until Marshall Pass was reached very little riding was possible. The scenery became wilder and more awe inspiring. More massive and rugged became the mountains, while deeper and rockier grew the gorges. The very immenseness of all things impressed one with his own insignificance.



The rarified atmosphere made breathing difficult and it seemed to take twice as much to do it as before, but I suffered no inconvenience, as others had complained of suffering. Many had told me of the nausea and heart trouble that attended the ascent of this range, but I was not bothered with it.

The summit of Marshall Pass is one place which every loyal American should visit. If he can stand on the crest of this great divide—the backbone of the continent—and look to the west over the sea of mountain tops like billowy waves of the sea, then gaze to the east and see the vast sweep of undulating hills ever descending until it fades away into the great plains, and not feel the thrill of pride and patriotism sweep over him, I'll miss my guess. One never can realize what a grand and mighty land this is until one sees as much of it at one time as can be seen from this point. I took off my hat reverently and drank in the beauty and grandeur of the view and my heart swelled with love for this, my country.

From Marshall Pass to Sargent the road is as steep and dangerous as on the eastern side, and riding without a coaster brake was impossible, unless one desired to get to the bottom of the hill considerably in advance of his wheel. I preferred walking. I thought pushing up the hill was bad enough, but pulling back down the hill was worse. I began to get weak in the knees and the jolting went to my head. It was all I could do to keep from falling, and that heavy old wheel never did want to run so much in its life. Lord! I was glad to strike ground level enough to ride on.

From Sargent to Gunnison is another one of those stretches that makes a man glad he is alive. Winding down the Tomichi Valley, the smooth, gravelly road with scarcely a hill in it, makes wheeling a joy. Some interesting views, of immense hay meadows with their well kept fences, tidy looking farm houses, large herds of sleek, well fed cattle, long vistas of rolling hills dotted here and there with herds of range cattle browsing on the succulent grass, meet your eye and you are kept busy watching the ever changing panorama of valley and mountain.

At Gunnison it was necessary to make a detour to the south to avoid the Black Canon of the Gunnison river, through which the D. & R. G. railroad runs. Leaving the Gunnison valley eight miles below Gunnison the road swings up Antelope valley, over the plateau, across the Cochetopa, Lake Fork and Blue rivers, to the mouth of the Cimmaron. This was the old route of the government stage road that in the early days was the scene of great activity when the soldiers escorted the four and six and eight horse stages across from Fort Logan, Fort Meeker and Leadville into Fort Cantonment on the Uncompaghre. Uphill and down the horses galloped, drawing their load of passengers and mail while soldiers guarded them from the Indians that swarmed on every side. Every 12 miles were the ruins of stage stations where relays of horses had been kept for the service of Uncle Sam. Some of them were in use by cattlemen and ranchers, but the majority were deserted and almost dilapitated.

Here again some beautiful scenery presented itself. The road ran over level plateaus 10,000 feet above sea level, through parks of waving bunch grass and glades of pines and aspen, and through winding canons clothed in pines and firs. The waters of the creeks that came brawling over their rocky beds from the Blue mountains were clear and cold and laden with rainbow mountain trout, of which I caught several fine messes. Blue mountain grouse were plentiful and several deer were seen during evenings when coming from their beds in the woods to graze at night in the parks, while twice the lumbering tracks of

a bear followed the road for a number of miles ahead of me.

Two nights I camped out on this part of my journey, but it was from choice and not from necessity. I carried a blanket, some coffee, bacon and salt in a roll on the handle bars and camping was a pleasure, especially when one could catch mountain trout to eat.

After leaving Cerro Summit, between the Cimmaron and the Uncompaghre valleys the country changes. A lower altitude brings you down again into the land of adobe and cedar and pinon trees. The roads were rutty and dusty and the weather uncomfortably warm.

At Montrose my pocket book petered out entirely and I had to go to work on a ranch for enough money to continue my journey. Here I made the acquaintance of another rover who liked the idea of traveling awheel and we hooked up together. I sold my "Globe Trotter" and we both got good wheels with coaster brakes, he a National and I a Racycle. My experience over the mountains had taught me the value of a free wheel and brake.

Following the railroad down to Delta, we left the main highway and struck out north to avoid the great sand desert that lay between Grand Junction, Col., and Price, Utah. Crossing the Grand Mesa between the Gunnison and Grand rivers, we struck the Grand at Rifle. This part of our trip I never will forget, and want to warn others who might get the fool notion in their heads to cross this range to go around it. For 30 miles it was uphill, so steep we could hardly push our wheels. Then 20 miles of rough trail or no trail at all where riding was a case of acrobatic performances, followed by a descent so rough and steep that you needed a rope to let yourself down; The last 30 miles was a "pippin," though, heavy grade, comparatively smooth road, and all we had to do was to coast and stand on the brake to keep from breaking records, necks and all sorts of things.

Leaving Rifle we crossed over the divide to White River and found some swell sailing—and some that wasn't so swell. The roughest riding I ever saw in my life was about six miles on the White River, where a bunch of cattle had been driven over the road when it was muddy. The black, peaty soil had dried as hard as cobblestones, and not a wagon or anything else had passed over the ground to smooth or soften the bumps and clods. Oh, mister! The impressions of some of those bumps remain on my backbone yet.

Here we made the first century of the trip. Joe, my partner, took the lead and allowed he was intending to "go some" while the going was good. I did not say much but grimly determined that I would be fanning his coat tails when he reached camp that night. Well, he led me a merry chase and I found that if I was going to fan his coat tails I could not tarry by the wayside. He was a husky chap, raised on the farm, and had legs on him as plump as bologna sausages. The way he did buck the hills and hit the pike gave me heart failure. Several times I wanted to holler at him to let up, but he was too far ahead. About the time I was ready to fall off my wheel I found him waiting at a cow camp where we were treated royally that night.

Leaving White River and reaching Green River our troubles began in dead earnest. A rain storm came up and caught us in the adobe hills and we had to walk 12 miles through the mud and rain and carry our bicycles on our backs, before reaching a ranch. The next morning, with splendid roads before me and down grade to Green River, the valve stem blew out of my tire and I had to walk 16 miles more to the little town of Jenson before I could get it fixed.

This was followed by 28 miles of the worst sand we encountered on the trip. Walking was hard and riding harder. I found by letting the air out of my tires that I could ride some places where the sand was not too bad, but it had us faded most of the time.

Then we found about 20 miles of comparatively good roads, but these did not last. The next thing was the ascent of the Uinta range, to cross over to P. V. Junction, and for 40 long and tiresome miles we found hardly a mile we could ride. Our wheels were geared too high for this kind of work, 87 and 92.

At last we reached the top of the range and with down grade and solid roads ahead of us I thought our troubles were about over. But alas! for my optimism. Less than 200 yards from the top of the mountain after starting down my pedal struck a stump concealed by the dust and was torn off. We could not get the broken end out and so put in a stick and I had to ride 90 miles into P. V. Junction before I could even get a bolt put in, and not until we reached Spring Valley did I get another pedal.

From P. V. Junction to Soldier Summit is all the way up hill, and it was a hard pull for a one-legged man on a bicycle, but from there to Salt Lake City no one could ask for finer wheeling. Those Mormons certainly do know how to build roads and keep them in repairs. We made the run from Thistle to Salt Lake, 108 miles, in a day, arriving at 4 o'clock. It is an education to a man to see what the Mormons have done in making the desert "blossom as the rose." Below the irrigation ditches were magnificent farms fairly buried in the profusion of luxuriant grain and prolific orchards, while above was barren desert and baked adobe.

At Salt Lake my partner concluded he had enough of this mode of traveling, so after a few days spent in sight seeing I pulled on for Ogden alone. Here I "met up" with an other chap who was going my way, so we "teamed up." From Ogden to Wadsworth, Nev., is the worst desert in the United States—sand all the way and sometimes 100 miles between water, so we shipped as graders to Wadsworth, which cost us a dollar apiece, expressing our grips and bicycles ahead.

We thought we could make our getaway from the grading camp at Wadsworth without going to work, but found others had tried the same game before and they were wise to our little scheme. They met us at the train, bundled our luggage into the wagon and took it to camp and would not give it to us until we had gone to work. We were up against it, so we chose a team as our instrument of torture. That evening I spent washing sore shoulders on horses and acting as chambermaid in the livery-stable. The next morning they gave me a scraper team and told me to get busy.

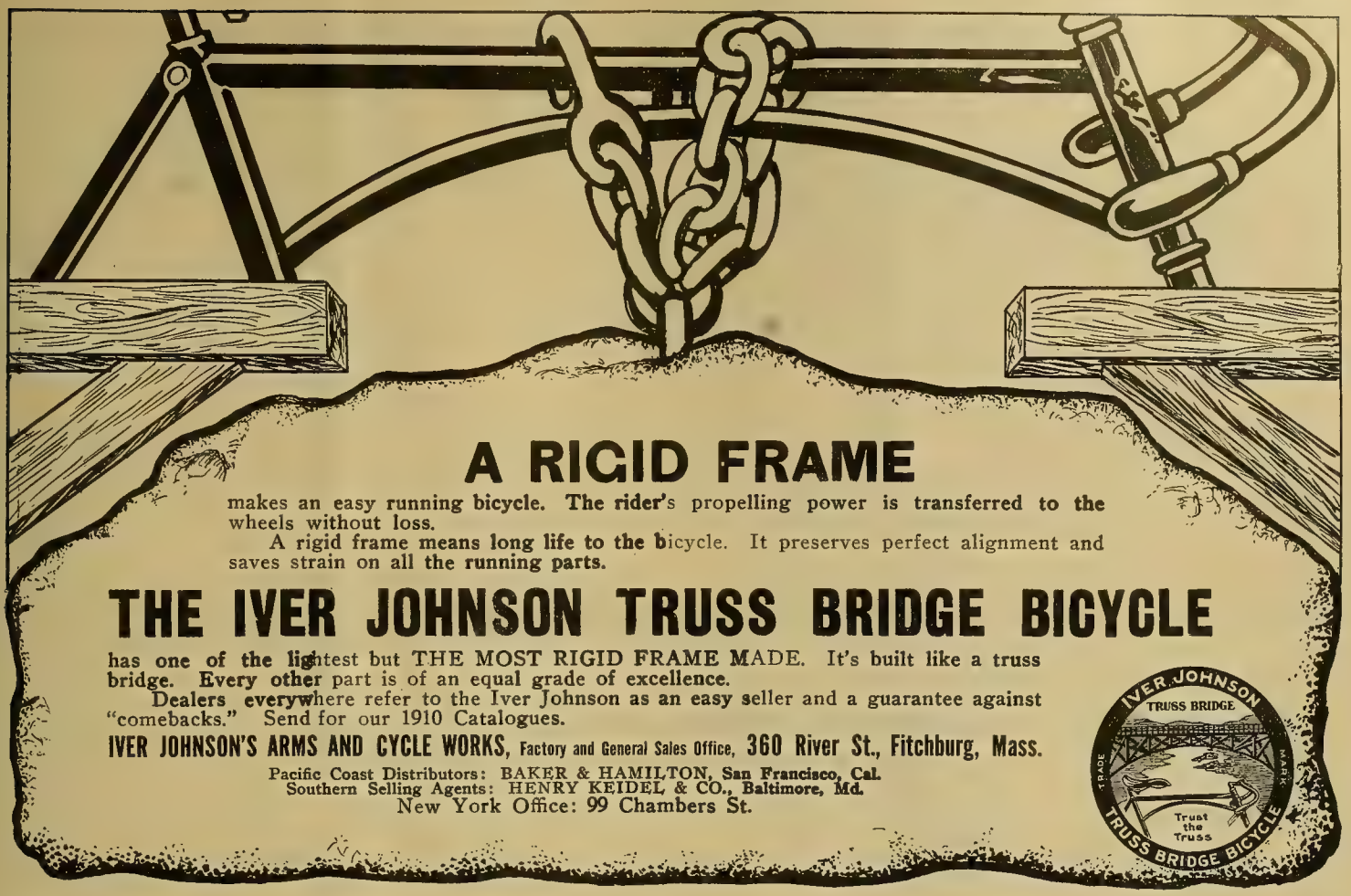
I did get busy, with the result that I started an argument with the scraper. The foreman heard it and interfered. When the mix-up was finished, the foreman was unconscious, and taking a tip from a friendly teamster that my life was not then worth much, I ran back to the camp, called for my luggage, jumped on my bicycle and hit the trail for Reno.

The next day at Reno, my partner, having made his getaway, found me. He was a lather by trade and got a contract to lath two houses at which I helped him. We cleaned up about $40 apiece and as it was getting late in the fall and snow was reported deep on the Sierra Nevada range, we again took the road, and at Truckee gave a brakeman a dollar apiece to let us get into a box car with our wheels, and thus get over the mountain. At Colfax we crawled out and took to the wheels the next morning, reaching Sacramento that evening.

Getting my grip and clothes which I had expressed ahead, we went to a lodging house for a good night's sleep. That sleep cost me over $100. The next morning when I awoke and reached for my watch, which I had hung at the head of the bed, to see what time it was, it was missing; so was my partner, my grip, my wheel and $40 in cash. I rushed to the police station to report my loss and with the police spent the day searching for my erstwhile companion, but never found him.

It was not a pleasant predicament, alone in a strange land, thousands of miles away from anyone I knew, with not even two bits in my pocket to get a meal, and my clothes so dirty and worn I was ashamed to be seen in them. I went to an employment agent with my tale of woe and he loaned me a dollar and sent me out to Horstville to pick hops. I worked at this two weeks and earned $18, and then took the train for San Francisco. Here I had a hard time trying to convince the foreman of a printing office that I was not a hobo, owing to my dirty clothes and disreputable appearance, having worked two weeks in the hop fields without a bath or a shave, where the dust and the juice from the hop vines and sleeping in a straw stack had certainly accomplished wonderful results; but I succeeded, and got a job.

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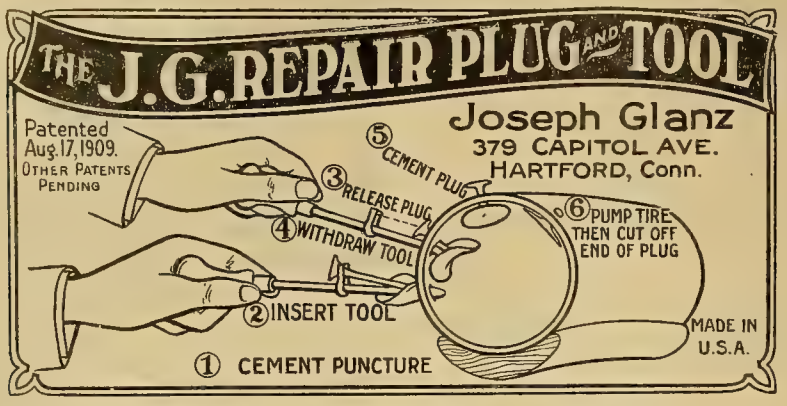
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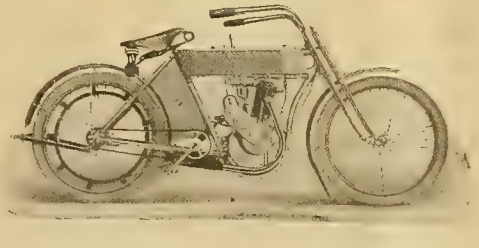
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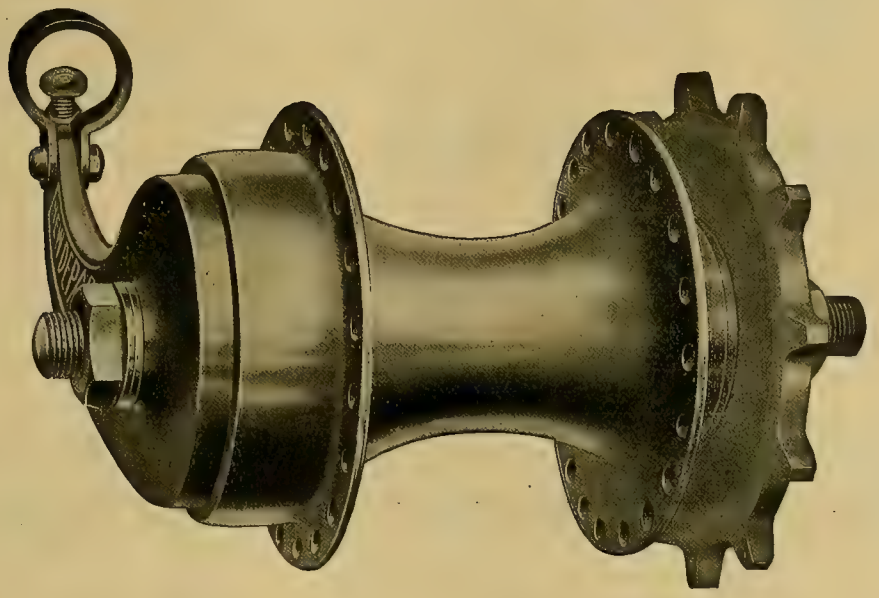


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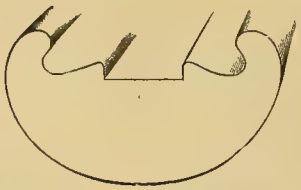
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The attention of motorcyclists is called to the fact that the success of the

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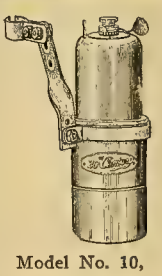
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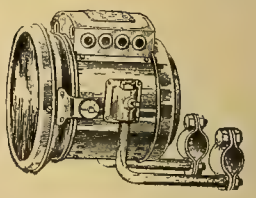
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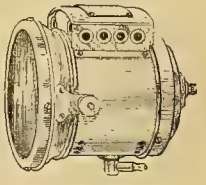
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THIS Searchlight and Generator with Brackets shown FIT EVERY MOTOR-CYCLE



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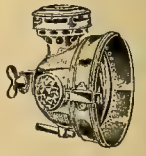


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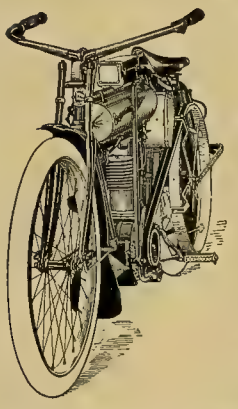
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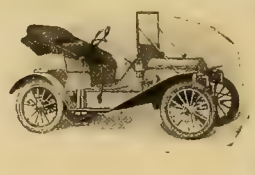
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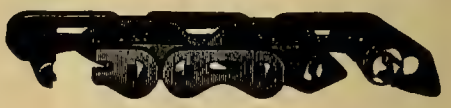
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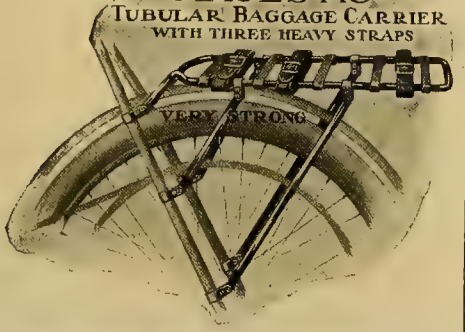


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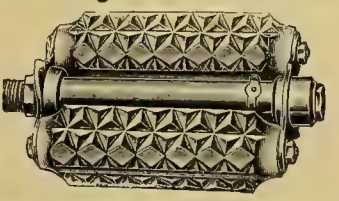
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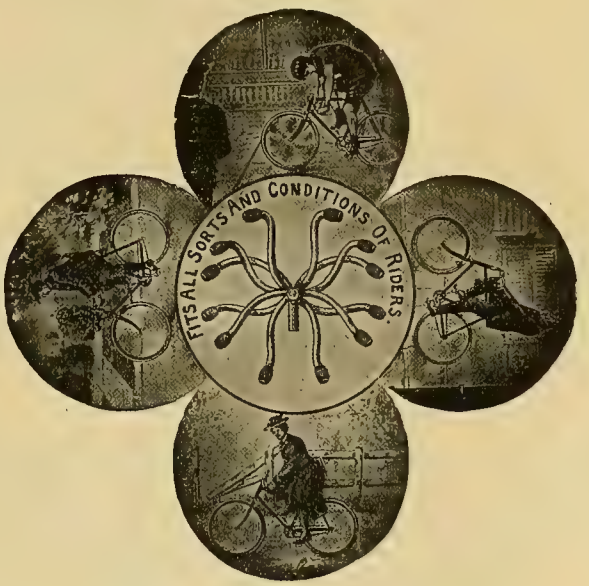
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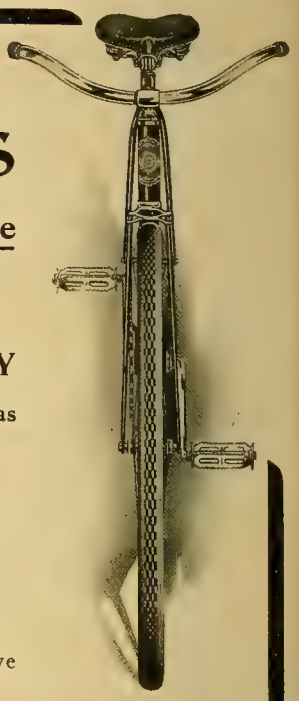


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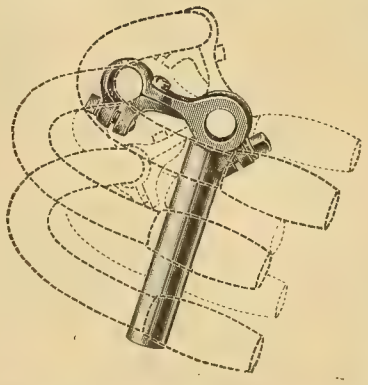
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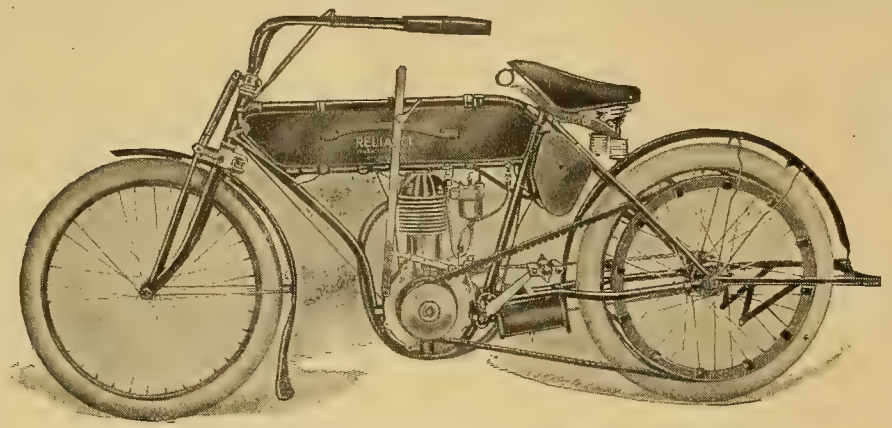
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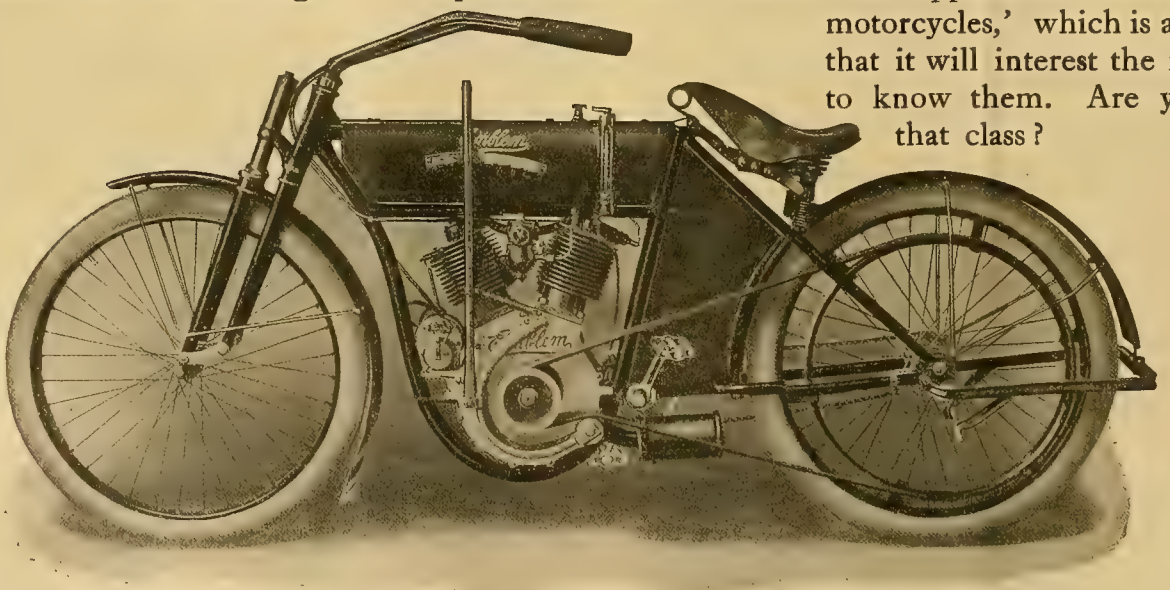
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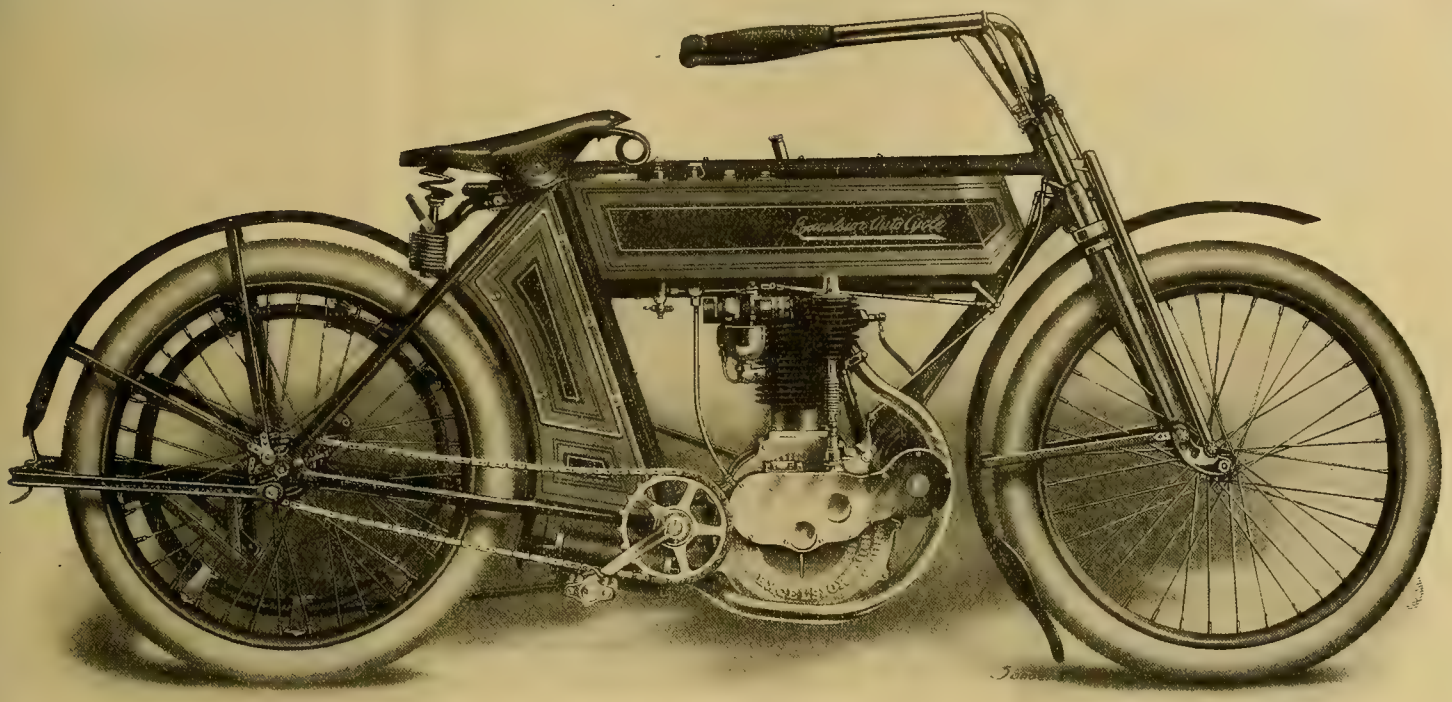
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is on the inside. Nearly all motorcycles are attractively finished on the outside but it is the material, workmanship and design under the enamel that makes the serviceable and dependable machine. It is drop forged frame fittings, tool steel bearings and crank shafts, copper oil and gasoline tanks, properly ground cylinders, properly balanced motor, efficient lubricating systems, and such vital features that make the really high class machine and these are all found in the

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In buying a motorcycle, examine it carefully and if it lacks any of them, it thereby misses perfection and reliability. Practically every big concern with an expert engineering staff who uses motorcycles in their business uses EXCELSIORS. It is a convincing proof of EXCELSIOR QUALITY.

EXCELSIOR SUPPLY COMPANY

233-237 Randolph St. Members M. M. A. Established 1876 Chicago, Illinois

Eastern Representative: STANLEY T. KELLOGG, 2312 Broadway, New York.
PACIFIC COAST BRANCH—361-3 Golden Gate Ave., San Francisco, Cal.



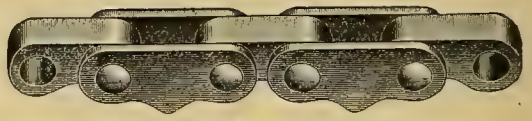
"Whitney" Chains are made in one of the most modern of American fire-proof factories.


A


B


C


D


E


F

If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.

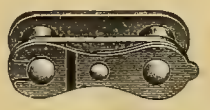




INVESTIGATE

Our New Roller Chains ⅝" Pitch

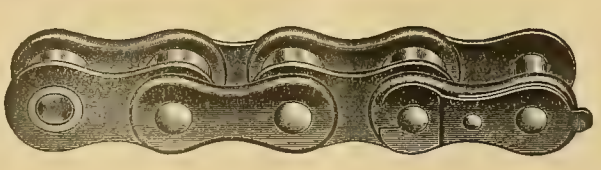
For Motorcycles, Etc.

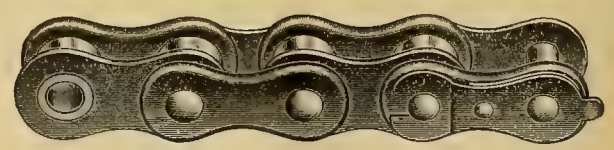




New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains





THE WHITNEY MFG. COMPANY

Hartford, Connecticut

Pope Bicycles



EVERY dealer in the trade knows that the season of 1910 is a pronounced POPE YEAR. With the strong and enthusiastic co-operation of Pope Dealers and aided by the natural revival in cycling we have made our bicycle business a LIVE BUSINESS—one that is giving good returns for all for the capital invested. The 1910 machines are the finest we have ever made and abound in new and attractive features. Among the several distinctive new models the "Pope Daily Service" and the "Pope Messenger Special," particularly designed for their respective purposes, have opened up new avenues of trade, stimulated the business and brought astonishingly large results. Back this up with good office and factory service, fine printed matter, prompt deliveries, liberal prices and liberal treatment and you have the reasons why this is

A POPE YEAR

Here are extracts from a few letters received recently. They voice the sentiments of practically every Pope Dealer.

"Business excels expectation."

"Wheel business best in ten years."

"Ramblers are selling good and holding out fine."

"I am getting a great many calls for new wheels and I want your wheels on the floor. Prospects for the coming season look good."

"We are having fine trade on bicycles, and if you can push the order sent you last night it would be appreciated."

"Received sample of Daily Service and think it O. K. Sold it immediately."

"We have sold several of these wheels and are expecting a nice spring business and want to get these in to take care of our customers."

"Ship us the following: Four Messenger Special bicycles complete, the same as shipment invoiced us on March 31, '10. Please rush these as our trade seems to be pleased with them."

"We would request that you forward to us at once as many as you possibly can, and have the balance come forward as soon thereafter as possible."

IF YOU ARE NOT ALREADY HANDLING POPE BICYCLES LET US POINT OUT TO YOU THE POSSIBILITIES OF A LARGER TRADE. WRITE TODAY FOR CATALOGUE AND PARTICULARS.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

"The Bosch Magneto is the Make That Others Try to Equal in Quality."

Springfield Republican, March 3, 1910.

The reasons why the Bosch Magneto is emulated by other manufacturers is that Bosch Equipped motorcycles, motorcars, motorboats and aeroplanes establish the great endurance speed and reliability records.

The Manufacturers of the following motorcycles equip their cycles with Bosch Magnetos:

BRADLEY	HARLEY-DAVIDSON	"M. M."	ROYAL
"F. N."	INDIAN	MARVEL	THIEM
CROWN	MERKEL	"N. S. U."	THOR
HILAMAN	MARATHON	READING-STANDARD	YALE

SPECIFY THAT YOUR MOTORCYCLE BE BOSCH EQUIPPED

A Copy of the Illustrated Bosch News will be sent on request. It's yours for a postal

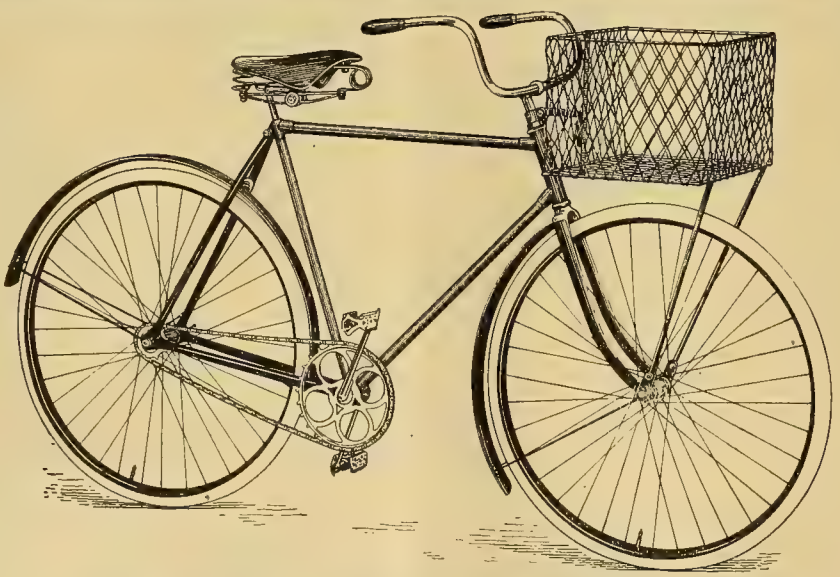
BOSCH MAGNETO COMPANY

223-225 W. 46th St. NEW YORK

CHICAGO BRANCH
1253 MICHIGAN AVE.

SAN FRANCISCO BRANCH
357 VAN NESS AVE.

DETROIT BRANCH
870 WOODWARD AVE.



Dimensions of Carrier: 18 inches wide, 12 inches long and 10 inches deep.

The Consolidated HEAVY SERVICE Bicycle

Just what the name means in every sense of the word. ¶ A necessity in every retail business.

MR. DEALER: GET BUSY

A Few Features:

Outside joint frame—19 ga. tube - tandem spokes, 36 front, 40 rear—motorcycle front hub, rear to match - Diamond 37 chain—steel rims — two-piece hanger, mechanically correct and proved, etc.

Write for literature today. Investigate the Real Heavy Service Bicycle. ¶ Compare these specifications with others.

THE CONSOLIDATED MANUFACTURING CO., 1709 Fernwood Ave., TOLEDO, OHIO

DISTRIBUTORS:

KEYSER FRY, Reading, Pa.
WM. H. HOEGEE CO., Los Angeles, Cal.
THE BEAN SON CO., Oakland, Cal.
PACIFIC COAST RUBBER CO., Tacoma, Wash.
PACIFIC COAST RUBBER CO., Portland, Ore.
ALEXANDER-SEEWALD CO., Atlanta, Ga.



Makes Night Riding Safe

Scores of accidents are due to feeble and treacherous lights. The pleasure and safety of the motorcyclist are assured when the pathway is flooded far ahead with the powerful, unflickering rays of

PREST-O-LITE Gas Tank

Steady, dependable, strong—this matchless light for motoring is worth more than all the accident insurance you can buy.

Prest-O-Lite is used almost universally by automobilists. Thousands of motorcyclists have learned its convenience and real economy, The Prest-O-Lite Motorcycle Tank is 12 inches long, 4 inches in diameter and weighs only 7 pounds.

Costs Less Than a Penny an Hour

Gives you 80 hours of perfect light (using a ⅛ ft. burner). Exchange empty tank for full one at a cost of only 60 cents. Exchange agents everywhere—5,000 of them.

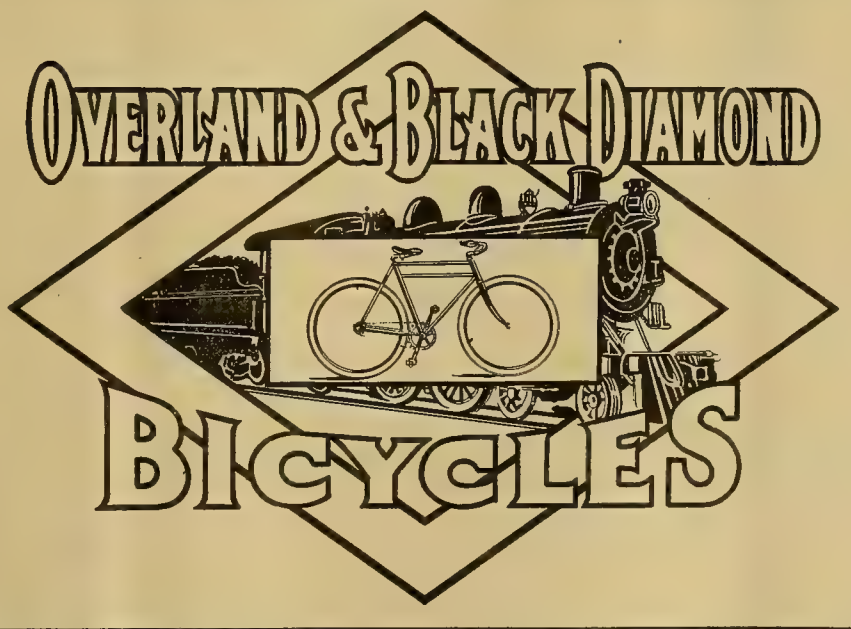
The original investment is $10 for the first tank — but remember, a Prest-O-Lite Tank never becomes "second-hand." It is always in demand—always a saleable article. See your dealer today or write us.

The Prest-O-Lite Company 245 East South Street Indianapolis, Indiana

Branches at New York, Boston, Philadelphia, Cleveland, Chicago, Detroit, Providence, Minneapolis, Omaha, Dallas, Los Angeles and San Francisco.

EASY MONEY—Mr. Live Dealer

SELLING



Send for Prices Today

Prompt Service Assured

The Wheel of Character Style and Stability

Send for our 1910 catalogue printed in colors; also our beautifully colored window transfer sign for dealers'

Main Offices and Wholesale Dept. 177-179 Portland St. **Bi-Motor Equipment Co., Boston, Mass.** Branch Store 113 Massachusetts Ave.



The One Best Bet

as an agency proposition for 1910 is

THE *Racycle*

ALWAYS HAS BEEN
ALWAYS WILL BE

The Best Selling High Grade Wheel IN THE WORLD

We can tell you why the Racycle should be—
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The Best Agency in the U. S.

Write for particulars.

THE MIAMI CYCLE & MFG. COMPANY
Middletown, Ohio, U. S. A.



THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. New York, U. S. A., Saturday, April 16, 1910. No. 4

FOR A STATUE TO TIRE INVENTOR

First Step Taken to Honor J. B. Dunlop—Despite Irish Claims, Scotland Probably Will Get the Monument.

Following the presentation to the Royal Scottish Museum in Edinburgh of one of the two original pneumatic tires, a movement to erect a statue to J. B. Dunlop, the now venerable inventor, has been undertaken, a committee having been appointed to further the project.

The subject first was broached at the time last fall when the English trade was doing honor and presenting a silver casket to Harvey DuCros, who first "boomed" the tire and who made millions out of it, at which time Dunlop himself was kept so far in the background that uneasy consciences were led to remark that Dunlop's turn would come next and to suggest that the erection of a statue would be the most fitting honor that could be paid to him by his grateful countrymen.

The movement to this end, which was started in Scotland, where Dunlop was born, has not progressed beyond the appointment of a committee, but already the proper location for the monument is giving rise to discussion. It seems probable that it will be erected in either Dreghorn, Scotland, Mr. Dunlop's birthplace, or in Edinburgh, which already is famed for its notable stonework and where, among others, there is a statue of Prof. Simpson, the discoverer of chloroform. Ireland, however, has voiced a claim for the honor; for very early in life Dunlop moved across the channel and, although he now lives in Dublin, it was in Belfast that, while following the veterinary profession, he conceived and developed and exploited the tire which now plays such stupendous parts in the world's affairs. "It was tested, developed and perfected in Ireland," remarks one of the Irish claimants, "and I therefore contend that the tire is 90 per cent. Irish." Scotland, notwithstanding, appears to have first call on the monument.

Inventor of "Silencer" is Uncovered.

Those motorcycle dealers and riders who parted with 50 cents each for a tiny coil of ordinary wire spring in the belief that they would obtain an Excelsior valve silencer, may be comforted by the information that the young man who thus added to their experience and gave them cause to kick themselves, answers to the name Cohen. Since the story of the astounding "silencer" was printed in the Bicycling World last week, efforts to locate the Automatic Machine Co., in Indianapolis, which advertised the "silencers" for sale, make appear that the "company" is a product of young Cohen's imagination. The firm doing business at the address given is Cohen & Sons, jewelers, and one of the sons is credited with being the "inventor" and "manufacturer" of the piece of spring which he called an Excelsior silencer.

Boynton to Become Mosler's Manager.

Charles C. Boynton has resigned as buyer for the Excelsior Supply Co., of Chicago, Ill., his resignation to take effect on the first of June. At that time he will become general manager for A. R. Mosler & Co., of New York, manufacturers of Spit-Fire plugs and B-M carburetters. His successor at the Excelsior company will be Mr. Grubb.

Kirk Joins the Solar Staff.

Ezra E. Kirk, for many years identified with Yale bicycles, has joined the staff of the Badger Brass Mfg. Co., Kenosha, Wis., and henceforth will have to do with Solar lamps. During recent years he has been devoting himself to the interests of various automobile manufacturers.

Glanz Succumbs to Motorcycles.

After holding aloof for years, Joseph Glanz, the long-established Hartford (Conn.) dealer, finally has "succumbed" and taken on a line of motorcycles. The Thor was his choice.

LOW PRICES PROVE HIS UNDOING

Night Worker in Hendee Factory Turns Thief—Offered His Loot so Cheaply, He Lands in Jail.

Pilfering of parts by employes of bicycle factories, who for divers reasons require a little more additional coin of the realm than is contained in their weekly envelope, long ago was accorded a place in criminal records, but the first known case wherein the purloiner of motorcycle parts was apprehended and brought to justice, just has come to light. He was an employe of the Hendee Mfg. Co., Springfield, Mass., who succeeded in depleting the contents of the stock room to the extent of 12 Bosch magnetos and some 90 Splitdorf spark plugs without detection, but through his unwise choice of customers in attempting to dispose of his ill-gotten spoil he aroused the suspicion of an Indian agent, who communicated with the factory, and was directed to have the culprit detained on suspicion. Later, when a member of the company identified the goods as belonging to the firm, the thief confessed and was taken back to Springfield for trial.

James F. Cox, of New Haven, Conn., was the agent who played the part of Old Sleuth. It happened one day last week, when a young man, about 25 years old, called on Cox and inquired if the latter was in the market for any magnetos or plugs, which the visitor offered to supply at a very low figure. The quotations of the stranger seemed dirt cheap—so cheap, in fact, that Cox, who is a canny Scot and noted for his shrewdness, instantly became suspicious, but, concealing his emotions, he drew out the embryo salesman further, and learned that the bulk of the contraband was in Bridgeport, the culprit having brought with him only a sample of each article for purposes of inspection.

Later, it developed that the "Bridgeport" referred to was not, as Cox supposed, the

bustling neighbor of New Haven, 22 miles away, but was much closer to the Elm City than reference to any atlas would indicate, being, in fact, in the heart of New Haven itself, and was nothing less than the Union Station, where the stolen property was located in a suitcase which the thief had checked there pending the closing of a deal.

Cox made a pretext of not being able to consummate a deal just at that time, and informed his visitor that if he would bring his complete stock around later in the day, naming a suitable hour, they probably could agree on terms. To this the stranger assented, and left, saying that he would go to Bridgeport for the goods and would return at the hour appointed.

Immediately the stranger left, Cox called up the Hendee factory at Springfield and informed them of the circumstances and of his suspicions that the goods were stolen, and asked them if they missed any of the described articles which could not be accounted for. After a hasty investigation the Hendee people informed Cox that in so far as they could determine at that time there was no sudden and mysterious shortage of magnetos and plugs, but as the facts pointed strongly to a theft they requested Cox to notify the New Haven authorities and have the stranger arrested on suspicion when he returned.

Complying with these instructions, Cox informed the local police, and an officer was sent to the store to await the man's return. At the appointed time the visitor returned with the goods, and submitted them for inspection, and after he and Cox had parleyed for a short time the officer stepped from his place of concealment and placed the man under arrest. That evening President Hendee came down and identified the property as belonging to the company, whereupon the thief confessed and, agreeing to waive extradition, he was taken to Springfield the following day. He was identified as being one of the members of the night shift in the tool room.

More Room for the Whitney Chains.

The Whitney Mfg. Co. of Hartford, Conn., making Whitney chains and other products, is awarding contracts for the erection of a five story addition to its plant at Hamilton and Bartholomew street, to be ready for occupancy by October. The building will be reinforced concrete, with brick work on the outside tiers to match the present plant, and will add 24,000 square feet to the 80,000 feet already provided. When the addition is constructed, the Whitney works will be 532 feet long and 60 feet wide. A small single story building for storage purposes also will be erected.

Allen Leaves Empire for G & J.

Marcus Allen, formerly in charge of the New York branch of the Empire Tire Co., has been appointed manager of the G & J Tire Co.'s branch in the Metropolis. He already is installed in his new berth.

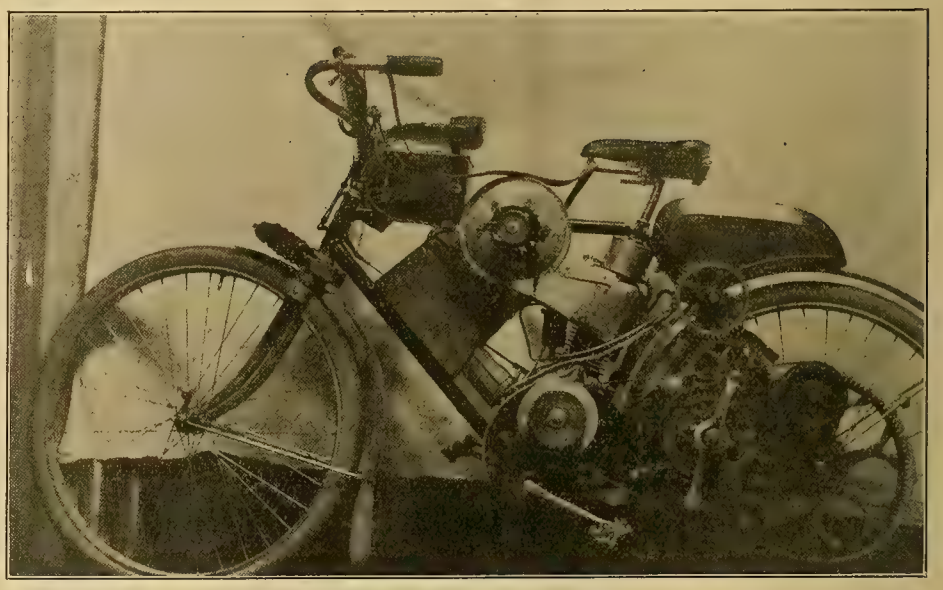
SHOWS RAVAGES OF "TINKERITIS"

Mountaineer's Machine a "Horrible Example" of the Results of the Disease—Its Queer "Improvements."

Probably about the worst case of "tinkeritis" on record was an attack which a California mountaineer suffered and from which he was enabled to recover only by giving free vent to his inclinations in respect to the reformation of a perfectly good motorcycle which chanced to fall into his possession. What happened to the motorcycle the accompanying picture shows to better effect than words can do. The chief ambition of the owner of the machine at the time he fell victim to the attack apparently was to ride a machine with a two-speed gear. Adding the two-speed gear apparently produced complications in the disease, so that he was fain to add a spring fork of his own contriving, an improved cooling system and one or two other little things which suggested themselves while the work of improvement (?) was in process.

Putting on the two-speed gear necessitated doing away with the original chain drive, and installing a belt, which is seen to be wound around no less than four pulleys in a most wonderful manner. The gear wheels seen in the illustration, needless to add, are essential to one or the other of the two speeds—which, is left for the reader to determine. That dangerous looking piece of apparatus which is supported in the centre of the frame by a wooden casing is the blower. The little pulley on the near side is driven by a belt (which apparently has been lost in the shuffle) from a second pulley on the face of the main driving pulley on the engine. The blower pumps air through the casing which surrounds the cylinder, and thus keeps the latter cool at all times. The low gear affords a ratio of about 25 to 1, which probably enables the rider to run at somewhere between 2 and 3 miles an hour; or, in other words, about as slow as it is possible to ride. Its maximum speed is unknown.

The spring fork, though less "mountainesque" in character than the remainder of the "improvements," nevertheless plainly bears the imprint of the tinker's hand. Indeed, it is about the only part of the mount in its present state which appears to be absolutely reliable. The machine was "discovered" by C. C. Hopkins, Pacific Coast distributor of Indian motorcycles, who welcomes it as a contribution to science but does not state that he contemplates adopting any of its features for use on his own personal mount, or recommending them to manufacturers.



THE MOST "HORRIBLE EXAMPLE" OF "TINKERITIS"

United Manufacturers to Move.

The United Manufacturers, who market Jones speedometers, Connecticut coils and Mezger plugs, among other things, will remove their main offices in New York City on May 1 from the present address, at Broadway and Seventy-sixth street, to Motor Hall, 250 West Fifty-fourth street. The new offices will have 10,000 square feet of floor space, affording considerably more room than the two floors in the Jones Speedometer building, which at present is utilized as headquarters.

Dealers Oppose Municipal Auction.

The annual spring auction sale of unclaimed bicycles which have come into the possession of the city has aroused the bicycle dealers of Winnipeg, Manitoba. Led by C. W. St. John, a deputation of dealers appeared before the Market License and Relief Committee to protest against the practice, claiming that such auction sales injure their trade. They suggested that tenders should be called for the entire lot of bicycles, but the committee refused to adopt the suggestion.

POWER FOR SMALL REPAIR SHOPS

Considerations and Means for Economical and Efficient Equipment—Types of Motors Available.

While it is generally conceded that a supply of power is a most useful accessory to a small repair shop, such as is operated by the average bicycle and motorcycle dealer, it frequently is supposed that it is more or less of a luxury as well, and is unwarranted, except where the amount of work carried on is sufficient to keep one or more machine tools in constant operation. Such is not necessarily the case, and although it is sometimes difficult to decide exactly where the "arm-strong" motor ceases to be economical and the electric motor or gasolene engine becomes less expensive to operate, it is safe to say that in increasing both the rate of doing work and improving the quality of the work, the advantages of the motor driven shop are sufficient to make it a paying investment in almost every instance.

To the proprietor of the small establishment, a more vital question perhaps, is that of finding and installing properly the most economical form of small power producer which he can command. Where electric current is available, the question may be settled without serious difficulty in almost every case; motors can be bought at very reasonable prices when new, while there is a good second-hand market of motors which range in price and quality all the way from good to bad. With a little ingenuity, however, it frequently may be possible to get extremely economical results from a small gas engine. Here, too, the market affords ample room for choice, both in new and second-hand models and in all sizes and prices.

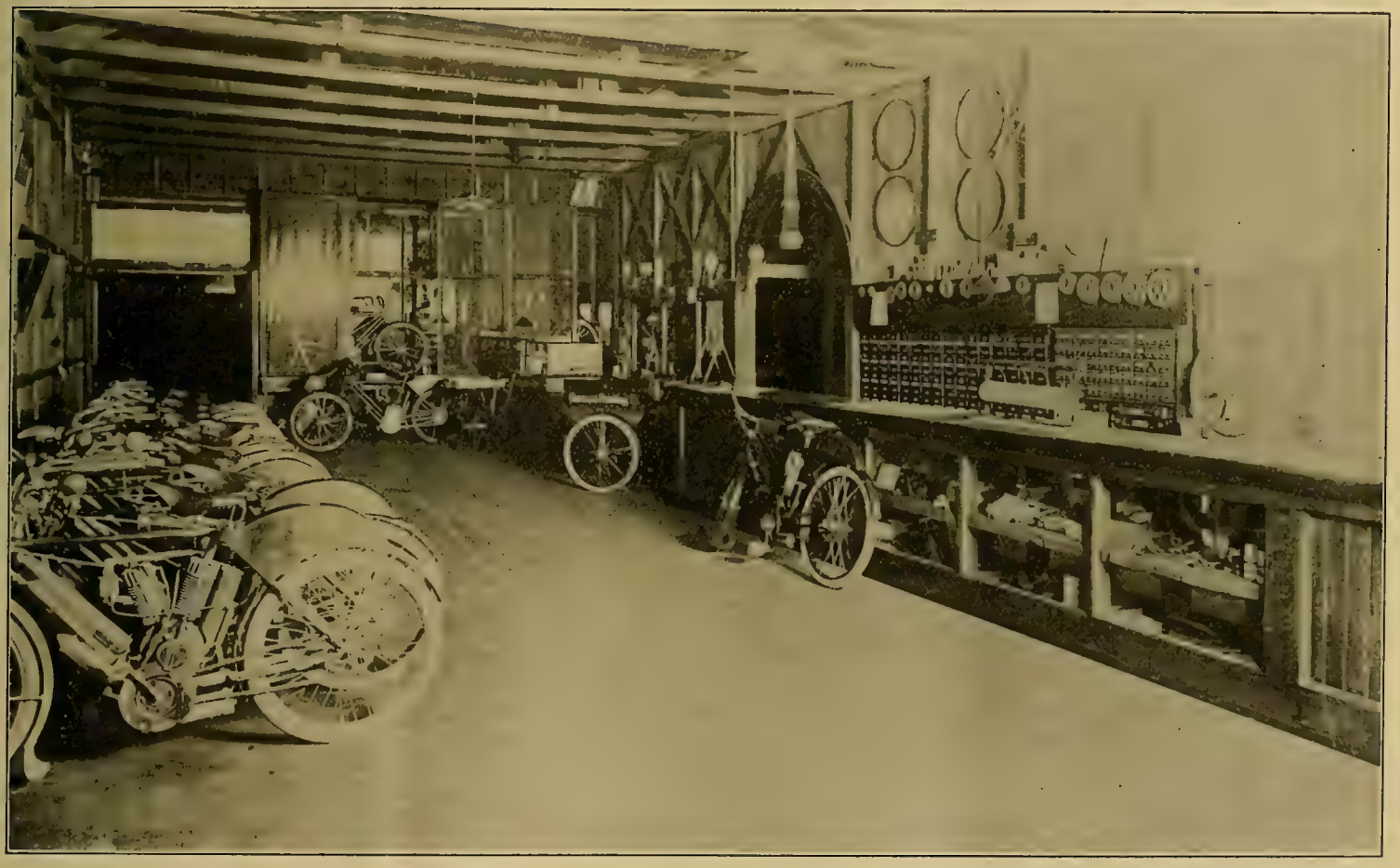
As for actual power requirements, the average shop in which it is expected to run a lathe, drill press, emery wheel, and air-pump for filling the tire inflating tank and operating the brazing stand, not over 2½ or 3 actual horsepower should be required. Allowing for possible additions to the equipment in the way of say, a small milling machine or a shaper, a 4 horsepower motor should be sufficient for all practical purposes. Where all the machines are to be run at the same time, or very heavy work done on the lathe or shaper, of course more power would be required.

For such small powers as these, numerous gasolene engines are available, either in regular stationary form, or as put up for motor boat work. Second-hand engines which are nominally of greater power, but which have seen service either in boats or automobiles, frequently may be picked up at very small prices, while to the ingenious repairman, the motorcycle engine itself offers promising opportunities for adaptation. Its air-cooling feature need not be a stumbling block if it be possible to obtain a small blower, the blast from which may be used in cooling it, and if too much zeal be not expended in cutting down its power in an effort to muffle it effectually. A cheaper method of cooling than is offered by the blower, is that of converting the engine and circulating water around the cylinder from a tank or barrel.

This may be accomplished by building a small sheet metal tank around the cylinder, and providing an inlet at the bottom and an outlet at the top. Where running water is obtainable, this would be all that would be required, save to locate the outlet at such a point that the cylinder would be entirely covered without the spark plug being submerged or even endangered in this way. Such an alteration of a small motor promises considerable difficulties in the way of leakages, poor running until adjustments are perfected, and probable irregularities later on. But for the repairman

STORES OF WHICH THEIR OWNERS ARE PROUD

(VIII) C. C. HOPKINS, SAN FRANCISCO, CAL., DISTRIBUTOR OF INDIAN MOTORCYCLES



with a taste for experimentation of the sort, and particularly for one who happens to have an old motor on hand, there is opportunity to obtain very good service at practically no cost.

Considerable care is necessary in the installation of an engine, as otherwise endless trouble will be experienced from vibration, poor working of the belts and from sundry other causes. If the plant is on the ground floor, it usually will be sufficient to bolt the engine base down through the flood joists, bedding it on cross beams laid on the floor and blocking between the joists to prevent shaking. If the engine is of more than 4 or 5 horsepower, it may be necessary further to strengthen the floor by running stringers or additional joists from side to side of the building, especially if the second floor happens to be the scene of operations. For engines of 10 or more horsepower, it generally is necessary to form a brick or cement bed running down to the ground or very thoroughly to strengthen the floor, making liberal use of timbers, if that is not practicable.

It goes without saying that the gasolene tank should be located at some distance from the engine, under ground if possible, and that service to the motor must be either by means of a pump or from a small tank located outside the building, from which the flow will be by gravity.

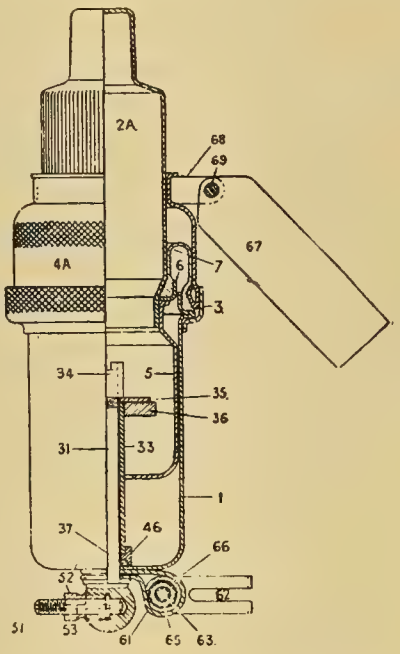
The arrangement of the machinery should be given no little thought, as it is necessary to provide as much working room and light for each machine as it is possible to obtain for it without at the same time blocking up the floor space or obstructing the proper use of the benches and storage space. The only exception to this general rule is the air-pump and its tank, which may be tucked away almost anywhere so long as a straight run for the belting is available.

Still another point is to be borne in mind in fitting up a shop for power drive. That is the possible future expansion of the equipment. If original allowance is not made for the installation of one or more additional tools their advent will be attended with a general overhauling of the plant and more or less attendant confusion. If due allowance is made in the beginning for certain machines which it is not unlikely may be required later, there will be little or no difficulty in installing them when they are obtained. In a particularly good locality where there is reason to believe that the business will continue to expand, this principle even may be carried out in mounting the engine. If a small engine is set up on a solid foundation suitable for one of double its size, no harm can be done, and but little added to the expense. The mounting of a larger engine on a light and small foundation, however, is out of the question, and generally, when a new engine is to be installed, there is no time to be wasted in laying new concrete or building brick walls—at least in a well regulated, prosperous business there ought not to be.

SPRINGS USING COMPRESSED AIR

They are Offered for Spring Frame and Fork Construction by an English Firm —Retaining the Air.

One of the novelties of the last Stanley show in London was the display of Air Springs, Limited, which is the somewhat striking name adopted by a concern which produces a peculiar form of spring frame and fork construction for bicycle and motorcycle use, in which the entire resiliency is obtained by the use of compressed air. The advantages of the principle of employing compressed air as a medium for deadening shocks, of course is well proved in the



case of the pneumatic tire; but certain mechanical difficulties render the problem of applying it to the support of the fork and frame far from the simple matter which at first it might appear to be. The "air-springs" which have been worked out for this purpose employ the simple plunger and piston, as naturally would be expected. But in connection therewith also involve the use of a so-called "packing mitten," which is the essential feature of the invention and which prevents the leakage of air past the plunger.

Without some special provision of the sort in question, it is obvious that the constant leakage of the air would soon cause the parts to settle down into permanent contact, thus destroying the elasticity of the spring, unless the supply were renewed from time to time. To obviate this difficulty, a sleeve of peculiar construction and form is interposed between the cylinder and plunger, in a specially formed recess, one end being attached to the moving element of the device and the other to the part which remains stationary. This acts much like the folds of leather in an ordinary bellows and makes the arrangement air-tight.

The accompanying illustration shows the general construction of one of the springs, together with the means for attaching it to the frame. Its parts are made from stampings of sheet steel. The principal members are upper and lower sections, which are made in two parts, suitably screwed together to form air-tight joints for the attachment of the mitten. The lower part of the air-cylinder 1 is closed at the lower end, while its upper end is provided with a flange for the reception and fastening of the larger end of the mitten. The lower part 5 of the plunger is an easy riding fit in the lower part of the cylinder. The upper part 2A of the plunger is closed at the upper end, which is reduced in diameter to form an external pin to which the saddle pin can be clamped. The smaller end of the mitten is pressed between a conical surface on the upper part of the plunger and a retaining ring 6 when the two parts of the plunger are screwed together. Similarly the larger end of the mitten is pressed between an inside conical surface on the cap 4A and the end of the air cylinder, when the screw ring 3 is turned up tight on the cap The plunger is guided mechanically by the neck of the cap 4A and by the air-cylinder.

When the air is forced into the saddle pillar through the cap, and valve 51, in the base—to which an ordinary tire pump may be attached—the plunger is forced upwards until the inturned flange on the lower part 5 comes into contact with the rubber washer 36. The device is assembled in an ordinary bicycle frame by means of the clamps 68 and 66. A device which is applied in the suspension of the front fork is similar in general construction.

Regarding the construction of the all essential "mitten," its inventor, Archibald Sharp, a well known scientist, says:

"The rolling packing mitten is built up of two layers of parallel threads arranged close together side by side, the layers crossing each other at a small angle, 10 or 15 degrees, with the axis of the mitten; thus a thread of one layer crosses the threads of the other layer at an angle of 20 to 30 degrees. A layer of india rubber is vulcanized to the fabric in the inside surface of the mitten, and this layer of rubber is relied upon for making the mitten impervious to air. Another layer of rubber is vulcanized on the outside of the mitten with the object of preserving the fabric as it rolls from the plunger to the cylinder, or vice versa."

How to Keep a Nut Tight.

When a nut refuses to stay in place put a drop of solder on the thread. In the absence of solder a little paint or varnish or even thick graphite grease will set a nut tight and prevent it from becoming loose again. In emergencies, a loose nut may be made to "stay put" by twisting thread or other string around the threads of the bolt before screwing on the nut.

LEARNING VIRTUES OF WOOD RIMS

Britishers Awakening to Value of American Practice—A Convert Gives Some Experiences and Hints.

New and increased appreciation for the wood rim is being manifested in Great Britain, where with the flush joint and other features of American cycle practice, they are making converts after a long period of British disdain and disinclination to take up improvements emanating from "the States." On the British racing bicycles wood rims have prevailed for several years, as the racing men learned early that they were hopelessly distanced unless they used them, but there has been a decided reluctance and opposition to their use on the regular machines as sold to the public.

More recently a truly British "controversy" has arisen over their merits, resulting from the enthusiasm with which they have been espoused by increasing numbers of riders who are using them. The more "conservative" riders raise hypothetical objections and imaginary faults, but their contentions are combatted by the actual experience of those who have been sufficiently progressive to use wood instead of steel. In contending for the wood rim and citing its virtues in comparison with the steel rim, a correspondent to the Scottish Cyclist, who had experience in this country, relates some striking contrasts between the two, in relation to their relative durability, and also gives some advice as to the proper method of boring a wood rim.

"My experience," he declares, "is that the wood rim stands the weather better than the steel one. Several years ago I relegated to the scrap heap a number of wheels which from some cause or other were hors de combat. Hunting through this rubbish some time ago for an obsolete part, I accidentally put my foot on one of the steel rims, and, to my surprise, it simply crumbled to pieces. It had corroded so badly that it was simply a mass of rusty molecules. Several other of the steel rims were in a like condition, and collapsed under very slight pressure.

"In marked contrast to all this was a wood rim which had been exposed at the same time, and which to my knowledge was at least eight years old when scrapped. It was in perfect truth—marvelously true, even for a newly-built wheel. The wood was absolutely fresh, and but for the fact that the rim was fashioned for an obsolete type of tire, the wheel could have again taken its place on the road.

"When a wood rim is properly built up it should show no more liability to go out of truth than a steel rim, but it is only on very rare occasions that we come across an intelligently built wheel. There is only one proper way of boring a wood rim, and all other ways are wrong. When drilling a steel rim it is generally sufficient to let the drill find its way through the rim, but with a wood rim several minute calculations have to be made to ensure the nipple lying in a parallel plane with the spoke, both transversely and obliquely. If this calculation is properly made, and the nipple washer hammered thoroughly home, you can begin to build the wheel with the knowledge that it lies entirely with yourself whether the wheel is going to be true, and remain true for an indefinite period.

"I have had a large number of wood-rimmed wheels go through my hands both here and in America, and I never yet came across a case of the laminations parting company. The wood rim is almost universal in America, where cycles are used under the most appalling conditions, and are abused as no sane rider would think of doing in this country.

"My advice to all would be to gently but firmly insist on having wood rims. There would be more enthusiasm in the sport, more comfort, and less fatigue, were their sprightliness more recognized."

Autogenous Welding of Bicycle Frames.

Autogenous welding, or welding carried out by the aid of the oxy-acetylene blowpipe, has been adopted by the Premier Cycle Co., of Coventry, England, in the construction of frame joints. The process is one which, though already well known in America, still is considered enough of a novelty on the other side for its use to be remarkable; "A new bicycle built on a new principle," is the way the Premier people announce the innovation. Although this is the first application of the autogenous process to frame construction, so far as is known, its use represents merely the application of a new shop process to an old operation. In the particular case in question, however, it has served to bring about the introduction of flush joints—also regarded as a "new development" worth advertising—which have been largely used in this country for many years, though, save in one instance, unknown in products of the British makers.

Better Accessories Now in Demand.

"In selecting equipment for their machines, motorcyclists this year are paying more attention to quality and purchasing the better class of accessories to a greater extent than ever before," remarked Harry C. Mapp, of the F. B. Widmayer Co., New York, one day this week, in discoursing on the subject. "Whereas in former years," he continued, "riders placed more importance on price than on quality, this year a majority of them seem to have learned the folly and annoyance attending the purchase of accessories of an inferior grade, and demand the best. It is a good sign, too, for it indicates that a better element is taking up the sport as also that the older ones have learned by experience that quality and cheapness do not go hand in hand, and are willing to pay the price of a good article."

LEATHER WAFERS OVER THE CHAIN

Novel Form of V-Type Chain-Belt that Hails from the South—May be Run Slack, if Desired.

While the application of a chain-belt for power transmission on motorcycles is by no means a new development in the advance of the industry, having been used on the Thomas Auto-Bi, years ago, this type of transmission in somewhat different form, again is preparing to bid for favor. Stoddard & Reed, Jacksonville, Fla., just have placed on the market the Stoddard-Foster chain-leather belt, which differs quite radically from anything of the sort hitherto produced.

It is of V pattern, made to fit the standard 28 degrees pulley, and consists essentially of 3-16 block chain over which are forced V shaped leather wafers about 1-16 of an inch thick. These wafers are tapered on their under edges to permit them to readily adapt themselves to the arc of the pulleys without cramping, when passing over them, and on the under side of the chain is placed a rawhide protection strip to prevent it cutting into the leather wafers by the strain upon it. The belt is made in widths from ¾ to 1⅛ inches and comes in lengths of 8½ feet. It is claimed that by reason of its construction the belt can be run slack without slipping, and that in this respect it is superior to belts that must work under tension, as it reduces strain and wear on engine bearings. The chain also is said to lend to the appliance a degree of strength greatly in excess of the ordinary rubber or leather article and to reduce to a minimum that bane of motorcycling—broken driving belts.

Staged Bicycles and Motorcycles.

Boasting 30 exhibitors, Elmira, N. Y., this week is enjoying the sensation produced by the staging of its first automobile show, which is being held in the state armory, the local Chamber of Commerce being responsible for the function. Motorcycles are given a place and are exhibited by P. B. Rutan, who shows the Indian, Thor and Excelsior; Charles W. Young, the Racycle, (motor and pedal propelled), and the Elmira Arms Co., the Pierce.

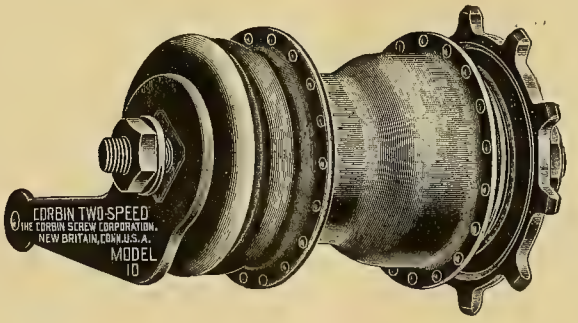
In Washington, D. C., this week in the Light infantry armory, the first sportsmen's show even put on in the national capital is being held, and as is quite appropriate, motorcycles and bicycles are prominently displayed. The following firms are exhibiting two-wheelers in both types: Haverford Cycle Co., N. S. U. motorcycles and Hudson bicycles; J. S. Berryman, Harley-Davidson motorcycles; T. N. Mudd, Jr., R-S motorcycles, Reading Standard and Viking bicycles; Harry F. Seamark, Merkel and Emblem motorcycles and Emblem bicycles; Miller Bros., Indian motorcycles.

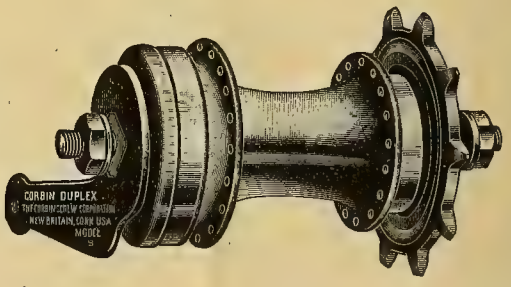
Men Who Have Ridden Bicycles

for years and who thought that with the Corbin standard coaster brake they had found the apex of enjoyment and who then tried the

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NEW YORK, APRIL 16, 1910.

The Annual Spring Number of the Bicycling World and Motorcycle Review will constitute the issue bearing date April 30th. It will contain approximately 100 pages, will be marked by an illuminated cover in colors and by a wealth of illustrations and reading matter pertaining both to bicycles and motorcycles, and of the sort designed to induce "those who ride, to ride the more, and those to ride who never rode before." It will be an edition that cannot well fail to stimulate interest wherever it may go. There will be no increase in price, and copies will be mailed, postpaid, to any address on receipt of 10 cents.. All who desire to sow such good seed where it is likely to take root and thus further the stimulation, will do well to file their orders for extra copies in advance.

"Confessions" that Merit Attention.

"The Confessions of a Private Owner" constitute a remarkable page appearing in an esteemed contemporary. The "confessions" are unsigned, but the author is so specific that none familiar with competitive affairs in New York will have much trouble in recognizing his identity; for not all of his fraudulent practices, which he specifically catalogs, escaped detection.

The "private owner," who now is a trade rider, relates, with evident relish, how he "beat the rules," deceived officials, took advantage of his fellow competitors and won prizes which rightfully belonged to other riders who played fair. He confesses that he signed entry blanks and certified that he was a private owner and competed as one when in truth he was riding a motorcycle belonging to a trade house; on the first occasion of this sort he says he "won" a medal, but he does not say he received it. For as a matter of fact he did not receive it. Although he certified to a false statement and produced a "phony" bill of sale, the one thing to his credit is that he stopped short of perjury and would not supply the affidavit of personal ownership which was demanded and without which he could not obtain the award. After thus verifying previous charges, the "private owner" confesses how he beat—or tried to beat—a rule requiring closed mufflers and how he received cash via the padded expense bill route, and finally he describes his greatest "coup"—that of having two machines bearing the same number, which certainly is a trick calculated to give pause and thought to all officials.

The "confessions" are not without value and instructiveness. But unless it be a belief that such deception and fraud constitute cleverness, the motive that inspires any man thus to record his own shame and write himself down as an unfair and dishonest sportsman is not easy to comprehend. The only previous conspicuous instance of the sort that can be recalled occurred some years ago when a champion runner, after openly embracing professionalism, wrote for publication "confessions" of a somewhat similar nature. Undoubtedly he thought them "clever" and, having renounced amateurism, he fancied there remained no way for the Amateur Athletic Union to reach him, since it did not and does not have to do with professionalism in any form. But the "clever" young man reckoned without his host. Before the ink on his confessions scarcely was dry, James E. Sullivan, the ruling spirit of the A. A. U., caused to be wiped from the books every amateur record—and there were a number of them—that remained standing to the credit of the self-confessed imposter. The latter brazenly went to law to have the records restored, but he practically was thrown out of court and thereafter was shunned by decent men.

It would be a wholesome lesson and a wholesome move were corresponding action taken in this case. But with the "highly judicial" temperament that now pervades the administration of the F. A. M. competitive affairs there is small hope that anything of the sort will be attempted, particularly as sufficient time has elapsed for the first move to have been made, if intention to do anything in the matter ever existed. When frauds such as those admitted by the "private owner" are permitted to pass without stern punishment, however, the real sportsman who plays fair may as well retire; he is out of his element.

In the course of his "confessions," the private owner hands the present chairman of the F. A. M. competition committee a fragrant bouquet calculated to lull his senses, and if the chairman is even half deserving of the compliment he can reach out his hand and place it on the "confessor" at any moment he choses to do so. For the chairman and the confessor practically are pals.

To American eyes, it appears queer to read in English prints discussions of the merits of wood rims and to see flush frame joints pointed to as a new feature or even as a "talking point." Those things so long ago became so much a part of the American bicycle that to emphasize them ever so slightly at this time would be in the nature of turning back the hands of time. If any resident of Great Britain, or any other country, for that matter, really desires convincing proof of practicability, the millions of wood rimmed, flush joint bicycles produced in this country should be sufficent. But in England, we fear, there are not a few interested men in high places who do not desire and would not be convinced even by such overwhelming evidence.

New Jersey motorcyclists soon will be in position to appreciate more fully the benefits of the F. A. M. legislative work which was performed in New York state early in the organization's career. The attitude of New Jersey in exacting an "admission fee" from non-residents induced Pennsylvania and Delaware to enact retaliatory or reciprocity clauses, and now New York has inserted a similar provision in the new automobile bill pending in Albany. As a result of the passage of this measure, New Jersey will be "marooned" and its automobilists must "pay up" whenever they cross a state line in any direction. As the F. A. M. early secured the exemption of motorcycles, New Jersey motorcyclists, however, will be able to travel in New York without charge.

CORRESPONDENCE

Figuring the Gear of a Bicycle.

Editor of the Bicycling World:

Your articles in regard to "massage" and the proper care of the muscles of the body call for much praise. The subject that has caused more talk and wrangling among riders, and road riders in particular, is the one in which you have taken up in detail to the satisfaction of all who have any hope of keeping themselves in perfect trim, whether in training or not. I also take this occasion to ask you to tell me the best way to figure out the size of a gear on an English bicycle having ⅝-inch links; the front sprocket having 40 teeth, the rear 14; the size of wheel, 28 inches. I figure it this way and would ask you to confirm it: $40 \times 28 \div 14 \times \frac{5}{8} =$

SYLVAIN SEGAL,
New York City.

[To find the "gear" of a bicycle multiply the number of teeth on the front sprocket by the diameter of the rear wheel in inches and divide by the number of teeth in the rear sprocket. Thus: $40 \times 28 = 1120$, and $1120 \div 14 = 80$. Therefore the gear is 80 inches.]

A Communication from Newtonville.

Editor of the Bicycling World:

My attention has been called to an article in your paper of April 2, and as, whatever motive has prompted you, I assume that you would not wish to do injustice to a motorcycle business, I trust you will give this letter equal prominence.

Last year I occupied the entire second floor of the building at 159 Green street, Jamaica Plain, which is a part of Boston—not a "suburb." At the end of the year I moved out of the building, which is now being overhauled, and may move back there as soon as I receive contract from the F. N. Company in Belgium with delivery of machines.

During this year I have had a much better office at Newtonville, where I have answered almost all letters the day they have been received and shipped all motorcycles on the day the orders have been received. Orders for parts were shipped with as much promptness as possible under the extraordinary conditions arising from discontinuance of agency for a time.

No man approaching me in a proper spirit will find anything to "puzzle" or "mystify." It appears that either you or your source of information is biased against me, the machine, or its former agent.

H. H. WILCOX, Newtonville, Mass.

[The above letter, typewritten on a plain sheet of paper and sounding not at all like others bearing Mr. Wilcox's signature, is presented at its face value. All that the Bicycling World printed regarding Mr. Wilcox's "silently folding his tent" in Jamaica Plain was obtained by special inquiry. If ever he moves back we will be glad to record the fact and if he himself obtains a contract from the F. N. company there are those who will be glad to see it. Meanwhile the mystery of the magneto for which he professed to be seeking the owner, still is unexplained, letters regarding it remaining unanswered, we are given to understand.]

Repairs for Imported Racing Tires.

Editor of the Bicycling World:

So many English and French track and road tires are being used here now, that I take the liberty of suggesting that any information you might give as to repairs of same through your great paper, would be very interesting. The difficult part seems to be to open the outer casing, which is cemented shut. Would it be practicable to use glue in closing the casing, so that it could be opened when needed by soaking with water? Is there any other way to open the outer casing than by pulling apart with a dull knife. It takes me about two hours to fix a puncture. Help!

FRANK MacMILLAN.

[There are a number of tires of the "stuck down" variety, which consists simply of a strip of fabric encircling an air tube, the overlapping edges being solutioned together at the base, and a rubber tread affixed to the outer side. Having located the puncture, and removed as much of the tire as may be necessary to repair the puncture, from the rim, the first thing is to pull the flaps apart at the base to get at the tube. It is presumed that everyone knows how to patch a tube, and as you state, the difficulty seems to be in pulling the flaps apart. A little gentle persuasion with the finger and thumb is all that usually is necessary for the purpose. The overlapping edges are simply solutioned together, and very seldom is there any need for a solvent. If the flaps will not separate readily they should be warmed slightly. As the repair usually is done at home, the tire may be held in front of a fire, or better still, a flatiron can be heated and applied to the spot. Care should be taken, however, not to have the iron too hot, or it will ruin the fabric. This will effectually soften the solution, but this extreme measure seldom is necessary. Care should be taken to not pull the flaps too vigorously, or the fabric may be injured. The tire should be opened only far enough to allow the tube to be pulled out. Should the repair be made while on the road, a knife blade heated will answer the same purpose as a flatiron. In sticking down the flaps again, care should be taken not to use an excess of solution, and it should be allowed to get "tacky" before the flaps are brought together. If the repair is made at home, the tire should be placed under pressure for several hours before being used, to allow the solution to set, or if it is made on the road the tire should be bound tightly with tape at the place of repair after placing on the rim and slightly inflating. For this purpose adhesive tape is better than ordinary tire tape, as it will not wear through so quickly. Never think of using glue to close the casing, or of dipping the tire in water more than is necessary to locate the puncture, as water will in time injure the fabric. If ordinary care is taken there should be no trouble in repairing tires of this type, as the operation is very simple.]

COMING EVENTS

April 17, Brooklyn, N. Y.—Linden Motorcycle Club's 150 miles run to South Haven, L. I., and return; open.

April 19, Boston, Mass.—Opening of the Revere Beach saucer track.

April 24, Valley Stream, N. Y.—Century Road Club Association's 10 miles handicap road race; open.

May 1, New York City—Courier Cycle Club's first spring century run for bicycles and motorcycles; open.

May 16.—Brooklyn, N. Y.—Century Road Club of America's 14th annual spring century run; open.

May 29-30, Newark, N. J.—New Jersey Motorcycle Club's 350 miles endurance run to Easton, Pa., and return; open.

May 30, Plainfield, N. J.—Plainfield Bicycle Club's 25 miles handicap road race; open, and 2 miles road race for boys.

May 30, Springfield, Mass.—Springfield Motorcycle Club's meet at Springfield Stadium; open.

May 30, Brooklyn, N. Y.—New York State Division's Century Road Club of America, 25 miles Coney Island Path handicap race; open.

May 30, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's race meet at driving park track; open.

June 5, New York City—Century Road Club Association's annual century run from Columbus Circle; open.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

Happy Motorcycle Inconsistencies.

The attitude of the Russian authorities towards motorcycles is curious, and is worthy of note. The customs authorities regard a motorcycle as an automobile, and while charging $15.84 for an ordinary bicycle, let off a motorcycle with $10. On the other hand the local authorities consider a motorcycle in the bicycle class, and thus it escapes with a tax of only 75 cents a year, this sum including the provision of a number plate, which may be carried on any part of the machine. Finally, the railway companies consider a motorcycle excess baggage, and not only transport it cheaply but subject it to none of the exasperating conditions imposed by railway companies in other countries.

QUAKERS OUT AFTER F. A. M. MEET

Philadelphia Dealers Form the "Meet Club" and Subscribe a Fund—Other Cities Want It, Too.

Reports that Philadelphia intended applying for the next annual meet of the Federation of American Motorcyclists were verified last week, when a meeting of the local dealers was held at the headquarters of the Century Motor Club.

The gathering was an enthusiastic one, and to further the plans an organization was formed, under the title the Meet Club. That the Philadelphia motorcyclists "mean business" is attested by the fact that $500 was subscribed as a guarantee fund. Subsequently a formal petition was forwarded to the president of the F. A. M.

Whether Philadelphia will be awarded the annual meet remains to be seen. The Springfield (Mass.) Motorcycle Club was the first to file an application, and the Syracuse (N. Y.) Motorcycle Club also has asked that the meet be sent to that city. With three cities already in the field and more possibly to come, the outcome will be watched with interest.

W. G. Rhodes, the well known dealer, is the prime mover in the effort to bring the annual gathering to Philadelphia, and he means to leave no stone unturned to obtain it. The Crescent Motor Club has promised the use of its rooms as official headquarters for the meet, and the Point Breeze mile track can be secured for a two days' race meeting. Should the function be awarded to the Quaker City it doubtless will be held during the first week in August, that date having been suggested in the formal application.

Where Motorcycles Are Not Motorcycles.

In Ohio a motorcycle is not a motorcycle when it has three wheels; or at any rate F. H. Caley, State Registrar, has given expression to this remarkable opinion and apparently his word "goes," even if it is at odds with both rhyme and reason. The opinion was brought out by the inquiry of an owner of a motor tricycle in Upper Sandusky. The Registrar promptly ruled that the tricycle must conform with the automobile law and display the number plates carried by cars. No diagram, however, accompanied the opinion. Motorcycles with two wheels apparently will continue to be exempt.

Poulain May Ride on This Side.

Gabriel Poulain, the famous French sprinter, in all probability will be seen on the eastern circuit before many weeks have passed. Poulain is very desirous of coming to America, chiefly because he cannot ride in France this season, having dodged his military duty, and America seems to present the best opportunities for him. Poulain has been an interesting figure in the sport. He came into international prominence in 1905, when he finished second to Kramer in the Grand Prix of Paris, following this up a few weeks later by defeating Ellegaard and Mayer in the world's championship at Antwerp. He also won the championship of France that year. In 1906 he finished second to Kramer in the Grand Prix, and was the runner-up in the world's championship, although he won the Grand Prix of the U. V. F. by defeating Kramer and Mayer. Poulain will make a valuable addition to the field of professionals should he decide to accept the terms offered by John M. Chapman, who is to be general manager of the eastern circuit which is now being organized.

Whittler's Fast Fifty on New Motordrome.

Fred E. Whittler, the Salt Lake City professional, broke the world's 50 miles motorcycle record at the new mile board track recently completed by Jack Prince at Playa del Ray, near Los Angeles, Cal., Sunday afternoon last, 10th inst., and which already has resulted in a general upset of the automobile record table. Whittler, who rode a Merkel, covered 50 miles in 40 minutes 13 seconds, or 8 minutes 8 seconds faster than Jacob Derosier's record, made at the Los Angeles motorcycle track April 18th, 1909. According to the reports, there was a lot of wrangling and almost a fist fight between several motorcyclists before Whittler started. Whittler's time for 25 miles was 20:08, or 5⅗ seconds better than the old record. The amateur record for 50 miles is 41:49⅘, made by Fred Huyck at the Springfield (Mass.) Stadium.

Wins English Climb on American Mount.

D. Steele, riding an Indian motorcycle, scored the fastest time in the hill climb promoted by the Western District Motorcycle Club of England, and held recently upon the Rectory hill. Steele's time was 20⅕ seconds, and C. R. Taylor, also riding an Indian, finished second in 23⅗ seconds. W. F. Ritchie, riding a V-S, was third, and F. W. Fitchie, astride an Indian, made the fourth best time. Their respective performances were 24⅘ and 25 seconds. In the slow climb L. E. Halloway, on an N. S. U., was the slowest up, his ascent being timed in 1:50⅗.

Will Control the Eastern Circuit.

With a capital of $100,000, the Cycling Racing Association, with John M. Chapman, Frank Mihlon and Julius Kleinschmidt as the principal share holders, was incorporated at Trenton, N. J., last week. The association will control the tracks to be built at Providence, R. I., New Haven, Conn., and the present Revere Beach (Mass.) saucer. The Newark Velodrome and the Clifton Stadium, which are also included in the eastern circuit, are owned by separate companies, although Chapman will be manager of the entire circuit.

HEHIR SHOWS KRAMER HIS HEELS

Outsprints the Champion in a Fighting Finish—Stirring Battles in Prospect—Imported Amateurs Score.

That Frank L. Kramer is not going to have everything his own way this season was demonstrated at the Newark (N. J.) Velodrome Sunday afternoon last, when Patrick O'S. Hehir, of Australia, succeeded in taking the champion's measure in one race, and ran him a close second in another. From his riding Hehir shows promise of becoming a strong figure in this season's sport, but in justice to Kramer it must be stated that the Orangeman has not developed his proper stride as yet, chiefly because the weather has been cold. Kramer is a hot weather rider, as Clarke and "Major" Taylor, and he will not show at his best until July. Hehir, of course, is an unknown quantity, so far as the East is concerned, so that it is equally possible that he will become faster as the spring and summer advances. Just at present, however, the appearances indicate that Kramer will find a worthy foeman in this young Antipodean.

Although the weather was considerably colder than that which blessed the opening meet the week previous, at least 5,000 spectators clapped their feet and clapped their hands through the preliminary heats. Later, when Kramer and Hehir fought two good battles right up to the tape, it warmed their blood and made them forget the vagaries of the season.

In the half mile handicap Kramer started from scratch, Lawson having been shut out in his heat, while Hehir was on 20 yards, with the remainder of the field lined out in front. Kramer and Hehir closed the gap in the first lap, and the former hugged Stein's wheel. Hehir got behind Kramer, with Fred Hill and Fred West just back of the flying trio. At the first turn of the bell lap Hehir and Kramer decided that it was about time for them to get busy. Hehir went up and then Kramer pulled up alongside him. As they rounded the last turn Kramer tried to pass the Australian, but Hehir had several kicks left and he forged ahead a half wheel. In the homestretch Kramer again attempted to pass, but Hehir's finishing sprint enabled him to land the race by a few inches. In the meantime West and Hill were having a battle royal for third money, which Hill won by a couple of inches.

In the mile open Kramer and Hehir again were the star contenders. In the final heat the field got away at a slow gait, Kramer blazing the way, with Lawrence, Hill, Lawson, Hehir and West watching him from behind. John Bedell set the pace for a lap at the half mile. As the men started to round the turn for the bell lap Stein sudden-

ly jumped and gained a few lengths, but Kramer came to the rescue of the field and overhauled the Brooklynite. Stein maintained his lead at the bell, with Kramer on, and Lawson and Hehir back of the champion. At the twelfth pole Kramer passed Stein and to the surprise of everyone Hehir sprinted around Lawson and engaged with Kramer. Hehir tried his best to pass Kramer in the last stretch, but the Jerseyman held him off prettily and won by a foot. The sprint for third money between West, Lawson and John Bedell was a race in itself.

Although he has been ill with tonsilitis for some time, Percy Lawrence, last year's amateur champion, found sufficient speed to win the two miles invitation from Floyd Krebs.

What was scheduled as the feature event of the day—namely, an unlimited pursuit between Norman M. Anderson, of Denmark, and Peter Drobach, of South Boston, turned out to be nothing of the sort. Drobach was determined to finish the race as soon as poshim. The race lasted 2 miles 2 laps.

Chapman's imported amateurs—two of them at least—were enabled in the two miles scratch to pay another instalment on the carfare he advanced them to come East. Fred McCarthy, late of Canada, and Phil Wright, of Salt Lake City, finished one, two, while the third, fourth and fifth prizes went to Ernest Jokus, Will Coburn and John Brennan, respectively. The limit men ran away with the handicap, Victor Anderson winning from 110 yards. Earl Adams, 120 yards, was second. The novice went to Martin Ryan. The summaries:

One mile novice—Won by Martin Ryan, Newark; second, H. Kempfel, Newark. Time, 2:53⅗.

One mile handicap, amateur—Won by Victor Anderson, New York (110); second, Earl Adams, Montclair (120); third, J. Karabeck, New York (145). Time, 2:05.

One mile handicap, professional—Won by Patrick Hehir, Australia (20); second, Frank L. Kramer, East Orange, N. J. (scratch); third, Fred Hill, Boston (40); fourth, Fred G. West, San Francisco (40); fifth, John Bedell, Newark (20). Time, 0:58.

Two miles scratch, amateur—Won by Fred McCarthy, Canada; second, Phil Wright, Salt Lake City; third, Ernest Jokus, N. T. V. W.; fourth, William Coburn, Newark; fifth, John Brennan, N. T. V. W. Time, 5:01⅕.

One mile scratch, professional—Won by Frank L. Kramer, East Orange, N. J.; second, Patrick Hehir, Australia; third, Fred G. West, San Francisco; fourth, Iver Lawson, Salt Lake City; fifth, John Bedell, Newark. Time, 3:06⅘.

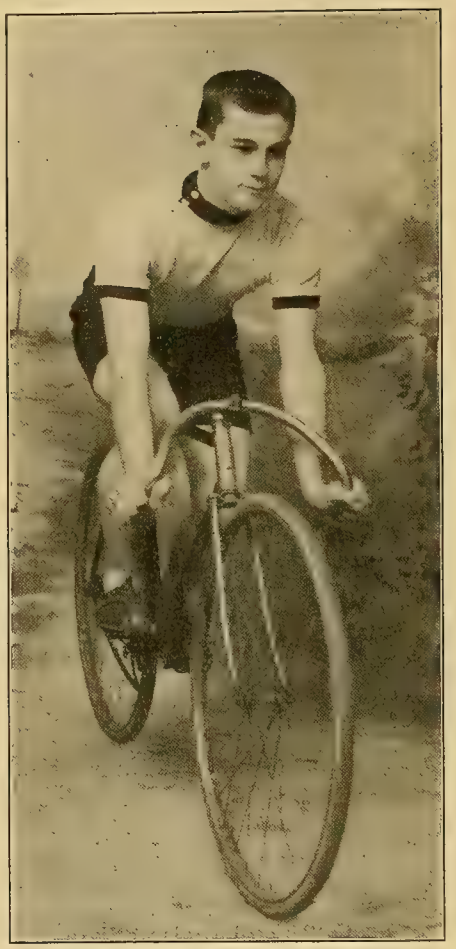
Two miles invitation, professional—Won by Percy O. Lawrence, San Francisco; second, Floyd Krebs, Newark; third, Menus Bedell, Newark; fourth, Walter A. Bardgett, Buffalo. Time, 4:45.

Unlimited match pursuit, between Peter Drobach, South Boston, and Norman M. Anderson, Denmark—Won by Drobach. Distance 2 miles 2 laps. Time, 5:34⅗.

DEATH TAKES M. VANDEN DRIES

Well Known Amateur the Victim of an Accident in Practice—His Promising Career as a Rider.

In one of the most distressing accidents that has occurred in years, Maurice Vanden Dries, a well known New York amateur rider, and who this season had been made a member of the New York Athletic Club's track team, was almost instantly killed at



MAURICE VANDEN DRIES

the Newark (N. J.) Velodrome, Saturday afternoon last, April 8th. Vanden Dries, who lived at the home of his parents at 542 West 163d street, Manhattan, was 22 years old.

The accident occurred shortly after 3 o'clock and the exact cause remains a mystery. Vanden Dries, who is an electrician, went to the track in the afternoon for a workout, as he had been entered in the amateur races for Sunday. He had ridden at a fast pace behind several professionals and was just finishing a half mile sprint before quitting, when the accident occurred. The unfortunate cyclist ran off the track and struck an electric light pole that stood some feet inside the running board a few yards beyond the tape line. Those who witnessed the accident rushed to the spot, and as the luckless rider was unconscious they removed him to the fire engine house directly across the street, where Captain Thomas J. Hughes summoned medical attendance. Dr. Peter B. Davenport, whose office is within a few blocks of the track, and an ambulance from the City Hospital responded, but Vanden Dries expired before they arrived, without regaining consciousness. His body later was transferred to an undertaking establishment in New York.

Just what caused the accident never will be known. At first it was rumored that his handlebars had come loose during the sprint, but an examination of the bicycle disproved this theory. Deputy County Physician Simmons, who made an investigation after the accident, gave his opinion that Vanden Dries had been seized with a sudden attack of vertigo, which caused him to run off the track and crash into the pole. At the examination it was found that death directly had been due to a ruptured heart, which had been punctured by a splinter of fractured rib. Besides a crushed left side poor Vanden Dries sustained a fractured skull, a badly twisted neck and a broken leg, any of which injuries, except the latter, ultimately might have brought about his death.

The funeral was held at the Corpus Christi church, in West 121st street, New York, Tuesday morning, and was attended by a number of the bicycle riders who personally were acquainted with the deceased. The interment was at St. Raymond's cemetery. Among the numerous floral tributes was a large banked column and wreath sent by the riders and management at the Newark track. Vanden Dries is mourned by his father, mother, three brothers and sister, Marie.

Maurice Vanden Dries was one of the most promising young riders in the east. Although he began riding only three years ago, last season saw him in the ranks of top-notchers, and he was riding faster than any of the riders at the track this season, which made him loom large as a championship probability. He was a younger brother of William and Henry Vanden Dries, both well known riders; a still younger brother is at present attending school in France. Maurice was a clean-minded, likable young chap, and extremely popular with his associates.

Brown and Raleigh Get Championships.

Owing to the absence of William Vanden Dries the annual bicycle championships of the Military Athletic League, held in the 23d Regiment armory, Brooklyn, Saturday night last, 9th inst., did not arouse as much enthusiasm as otherwise might have been the case. The one mile title was won by H. R. Brown, of the 23d Regiment, with Walter Raleigh, of the 13th Coast Artillery, second. Charles Nerent, 71st Regiment, was third. Time, 2:29⅘. In the two miles championship Raleigh defeated Brown by a narrow margin, T. J. Murphy, of the 23d finishing in third position. The time was 5:40⅗.

GRAVES AND A GIRL AT RIVERSIDE

They Perform a Stunt at California Motorcycle Meet—Los Angeles Riders Make Almost a Clean Sweep.

As was expected, Los Angeles riders carried away practically all the prizes at the race meet held by the Riverside Motorcycle Club at the Association Park mile race track, Riverside, Cal., Sunday afternoon, April 10th. Frank Montgomery, Hubert Kittle and Raymond Seymour, all members of the Los Angeles M. C., won everything except the event restricted to members of the Riverside club, and the five miles 58 cubic inches class. Arthur King, the only local rider to score, captured both of those races. A large crowd of 3,000 spectators witnessed the meet, about 200 of this number having ridden to Riverside on motorcycles from Los Angeles, Redland and Pomona.

What was described as one of the features of the meet, but which was a rather dangerous undertaking was projected by M. J. Graves of Los Angeles. Graves rode a mile exhibition astride a 7 horsepower Indian fitted with tandem attachment, a girl —Madge Peachman—occupying the rear seat. Graves and his fair passenger turned the mile in 1:05.

The fastest time of the day was made by Seymour in the 5 miles free-for-all machines under 48 cubic inches. Seymour made two of the circuits in 58 seconds each and won the race in 5:03, Hubert Kittle, on an Indian, finishing a close second. In the ten miles for machines up to the limit of 61 cubic inches, Seymour scored another victory over Kittle, the watches catching him in 10.42. The novelty event for singles also went to Seymour, Clarence Briggs, on an Excelsior, being the runner-up.

In the three miles novelty for twins, Kittle rode a Thor to victory and incidentally took Seymour's measure, while Frank Montgomery caused a surprise by defeating Seymour in the five miles for singles up to 30½ cubic inches. King, the local flier, showed Kittle the way to the tape in the five miles for stock machines under 58 cubic inches.

King also won the one mile race for members of the Riverside Motorcycle Club, but he came to grief in the mile time trials for members. Charles Knoll had made the flying mile in 1:03 and King was out to beat his clubmate, who had finished second to him in the mile race. King got away like a rocket and was hurtling around the first turn faster than an express train when his front tire punctured. He came a nasty cropper and slid for 25 feet, but except a bruised shoulder was not injured. After King's accident the mile time trials were called off.

Montgomery showed his class in the five miles for stock singles, by winning the event in 5:55⅗. He rode an Excelsior, as did Clarence Briggs, the runner-up. The summaries:

Five miles, stock machines, 30½ cubic inches—Won by Frank Montgomery, Excelsior; second, Clarence Briggs, Excelsior. Time, 5:55⅗.

Five miles, stock machines, 58 cubic inches—Won by Arthur King, Indian; second, Hubert Kittle, Indian. Time, 5:31.

Three miles novelty, 30½ cubic inches—Won by Raymond Seymour, R-S; second, Clarence Briggs, Excelsior. Time, 4:42.

Five miles free-for-all, 30½ cubic inches—Won by Frank Montgomery, Excelsior; second, Raymond Seymour, R-S. Time, 5:41.

Five miles free-for-all, 48 cubic inches—Won by Raymond Seymour, R-S; second, Hubert Kittle, Indian. Time, 5:03.

One mile Riverside M. C. members, 30½ cubic inches—Won by Arthur King, Excelsior; second, Charles Knoll, R-S. Time, 1:06⅕.

Three miles novelty, twins—Won by Hubert Kittle, Thor; second, Raymond Seymour, R-S. Time, 4:05⅘.

Ten miles free-for-all, 61 cubic inches—Won by Raymond Seymour, R-S; second, Hubert Kittle, Indian. Time, 10:42.

Rain Cuts Short Denver's Weekly Races.

Rain marred the regular weeekly race meet at the Tuilleries track, Denver, Col., on Sunday afternoon last, 10th inst., but not before the large crowd had witnessed a battle royal between Joe Wolters and John Albright for every foot of five miles. Wolters and Albright were both mounted on Merkel racing machines and not more than a length separated them all the way. Wolters finally won out by a scant length. The 5 miles event for stock machines was won by J. Whiting, on a Harley-Davidson, his time for the distance being 6:39. The bicycle race had progressed 7 miles when rain broke up the meet.

Poughkeepsie Programs its First Meet.

The Poughkeepsie (N. Y.) Motorcycle Club is standing sponsor for a race meet that will take place at the driving park track, that city, on Decoration Day. The events are open to registered F. A .M. riders. The card will consist of a mile novice, a 5 miles free-for-all handicap, a 5 miles handicap for private owners, 3 miles handicap for singles, 1 mile free-for-all scratch, 10 miles free-for-all handicap, 1 mile slow race, a 25 miles free-for-all handicap and a 5 miles handicap for riders in Dutchess County. Entries close May 25th with Woodbury Gindle, 52 Market street, Poughkeepsie, N. Y.

Ohioans Plan Real Endurance Contest.

If present plans do not miscarry the Ohio Motorcycle Club, of Columbus, will hold a three days'. endurance run next month. The present idea is to go to Indianapolis on the Saturday before Decoration Day, from Indianapolis to Toledo on Sunday, returning to Columbus Monday, May 30th.

MOTORCYCLISTS CAN'T USE PATHS

Spokane Authorities Take Action and the Local Club Promptly Protests—Resolutions Adopted to Fit Case.

At a largely attended meeting of the Spokane Motorcycle Club, of Spokane, Wash., Friday night, April 8th, the question of the barring of motorcyclists from the use of the cycle paths of the city came in for a lot of consideration, resolutions being passed condemning the action of the commissioners.

A committee was appointed to draft a petition to be presented to the city council at its next regular meeting, to change the reading of the present ordinance, so that motorcycle riders will be accorded equal rights with the users of other bicycles. The motorcyclists are willing to abide by proper speed regulations and are willing also to pay a larger fee than that exacted from bicyclists. The resolutions adopted by the club are as follows:

Whereas, It has come to our notice that the commissioners having control of the bicycle paths within the limits of the city of Spokane have forbidden the motorcyclists the use of such paths, a privilege which the latter have enjoyed since the advent of the motorcycle down to the present time; and

Whereas, In pursuance of said action said commissioners have caused the comptroller of said city of Spokane to refuse to issue to the said motorcycle riders the customary license; and

Whereas, Numbered among said motorcycle riders are agents and representatives of some of the largest and most representative business houses in the said city of Spokane, as well as numerous other citizens and taxpayers, all of whom will suffer great inconvenience should the said action of the said commissioners be allowed to stand; therefore be it

Resolved, That the motorcycle riders of Spokane in convention assembled condemn the action of said commissioners.

Krebs to Become an American.

Floyd Krebs, the professional bicycle rider was among the 23 applicants admitted to citizenship by Judge Davis in the Court of Common Pleas, Newark, N. J., Wednesday last, 13th inst. Krebs has been a resident of this country 15 years, but has never been able to accept racing engagements in Germany, his mother country, as he would be compelled to do military service, should he return to that country. Now Krebs may return without fear, and it is likely that he will go abroad this summer, having intimated as much when he applied for his citizenship papers.

South Benders Lay Out a Long Run.

The South Bend (Ind.) Motorcycle Club will hold a 232 miles endurance run on Sunday next, April 24th. The course will be from South Bend to Wabash and return, a half hour being allowed for dinner. Points will be deducted for breaking seals and not adhering to schedule.

THE CLEANING OF ONE'S HANDS

Many Preparations that Serve the Purpose —"Grease Removers" that Roughen and do Injury to the Skin.

Taking care of a motorcycle or bicycle is not particularly conducive to clean hands, but to those riders whose profession or occupation requires that they keep their persons free from all traces of grime, the care of the hands is of considerable importance. There are on the market many cleansing preparations with high sounding names, which are guaranteed to remove grease and grime quickly and easily, but their use should be tempered with caution, for some contain ingredients which are injurious to the skin. If the skin is soft and smooth the dirt and oil do not enter readily into the surface, and easily are removed with soap, but if the cuticle is at all rough it requires other treatment.

A few drops of glycerine diluted with an equal or greater part of water, and well rubbed into the hands each evening will keep them smooth, without the disagreeable redness and unpleasant sensation caused by pure glycerine. The latter has a great affection for water and not only diffuses with difficulty, which prevents it from reaching the crevices, readily where it is most needed, but it withdraws the moisture from the skin and tends to inflame it. Dilution with water prevents this condition, and makes it a very soothing dressing.

Before beginning any dirty work around a machine there are those who soap their hands well with a good toilet soap, which, entering into and filling the pores and crevices, will aid largely in keeping out the dirt, and as soap dissolves readily in water, the hands are easily cleaned afterward. Washing the hands with machine, or thin cylinder oil very frequently will remove the grime without making the hands rough, as is the tendency when gasolene or kerosene is used. Strong soaps, although they may remove the dirt, also are likely to roughen the skin. Rough cornmeal or sawdust cleanses the hands nicely.

Pine sawdust moistened with turpentine, followed by a good lather also is recommended. Ammonia is rather unpleasant to use, but it has a tendency to convert the oil into soap, thus rendering it soluble and for this reason is favored by many motorists. An old pair of gloves often can be worn to advantage when working about the machine, for not only will they keep the hands clean, but what is more important, they will afford protection from lacerations.

Stair-Climbing a Doubtful Exercise.

Stair-climbing is recommended by a Dairly Mirror (London) writer as a substitute for other forms of exercise, such as walking, bicycling, golfing and so on. "There is no reason why," he says, "for want of exercise, the city dweller should be narrow-chested or below the standard of his country cousins for want of development. All the exercise that an ordinary healthy man needs can be had in two or three minutes by simply running up and down stairs in his own house." He further adds that a physician had recommended stair-climbing as an exercise. An insurance journal comments upon the extraordinary advice in the following significant terms: "Certainly that is about the very worst form of exercise anyone can take; and, of course, the strain on the heart alone is fearful, to say nothing of that on the lungs, etc., and the risk of personal accident besides. Decidedly, extra premiums should be charged those who, insuring their lives, take 'staircase exercise' of that description."

How the Tourists Avoided the Duty.

Travelers on the continent, and especially bicyclists, motorcyclists and automobilists, know to their cost that the customs regulations on the Franco-Italian frontier are far more vexatious by road than railway. An amusing instance is recited where two motorcyclists turned the tables on the customs officials. They were on the Mentone-Ventimiglia road and had to pass the Italian customs post below the pont St. Louis. It appears that their modest lunch of sandwiches and fruit was considered contraband, all comestibles having to pay duty. Naturally they refused to pay the duty, which amounted to more than the value of the food, and consequently the customs officials—"snarling curs at out ports," as Dickens called them—refused to let them enter Italian territory unless they paid duty on the sandwiches. However, the motorcyclists arose to the occasion, and retiring to French soil, they calmly disposed of their repast in full sight of the discomfitted "douaniers." They then laughed at the officials and passed the post without further challenge.

"Americas" Outline Season's Events.

If all the clubs were as progressive as the Century Road Club of America in announcing their programs for the season there would not be so many conflicts. The C. R. C. of A. made public its season's schedule this week and it is a comprehensive program: It is given herewith: April 17, photograph and club run; May 15, Spring century run; May 30, Coney Island cycle path handicap; June 12, club run; June 26, Rye Beach run; July 2, 3 and 4, three days tour to Sag Harbor; July 23 and 24, moonlight and double century; July 30 and 31, week-end tour; August 7, club run; August 11, evening club run; August 20 and 21, twenty-four hour event; Agust 25, evening club run; August 28, club run; September 3, 4 and 5, three days tour; September 11, club run; September 25, 100 miles record run; October 9, club run; October 23, Fall century run; November 13, club run and hill climb; December 4, club run and hare and hound chase.

AMATEUR WHO REFUSED EXPENSES

Meredith Exhibits the Real Sportsman's Spirit—Presents the Money to the Governing Body in England.

Leon Meredith, for years Great Britain's crack amateur pace follower, and who for several years has held the title of world's champion amateur pace follower, apparently is a simon-pure amateur of the right sort. Last July Meredith competed in the world's championship meeting at Copenhagen and won the amateur pace following championship. A certain percentage of the receipts revert to the governing associations of the countries represented at the championships, to apply toward defraying the expenses of the representatives. Meredith's share was $90, which did not pay his entire expenses by a long way, but nevertheless he has presented the amount to the National Cyclists' Union, stating that he did not feel that he could accept it and still remain an amateur in the true sense of the word. It might be added that Meredith is a true sportsman and does not rely upon bicycling as a means of livelihood, as do many shamateurs, as his several skating rinks and other ventures net him a handsome income. Meredith also is general manager of a tire company.

Courier's Bid for Motorcycle Entries.

Judging from the way entries are coming in, the annual spring century promoted by the Courier Cycle Club, which will be held on Sunday, May 1st, will be a monster affair. J. K. Rose, secretary of the Courier C. C., says he expects more than 200 riders in line. The start will be made from the club house at Fifty-seventh street and First avenue, and the route will be to Jamaica, Valley Stream, Freeport, Amityville, and Hicksville, where dinner will be had. After dinner the riders will go back to Amityville and return to New York via Babylon, Massapequa and Freeport. The bicycle division, which will start at 7 a. m., will be in charge of D. M. Adee, Fred E. Mommer, Bob Lawson, Sylvain Segal, J. Hedden, S. R. Morrison, H. H. Hintze and other well known pacemakers, while Fred Larsen, A. Bergenstein, Solomon Lazarus and C. Bergenstein, Jr., will set the pace for the motorcycle division, which is due to leave at 9 a. m.

Law that Helps Cycle Stealing.

The usual defense of bicycle sneak thieves in Germany is that the machine has been left standing before a house so long as to justify them in regarding it as "lost property," and "finding" it. Hence, they put in a claim to be dealt with under the lost property act, which provides that all finds shall be given up at the nearest police station. Such a defense, however, is not always successful in the courts.

FRIOL LOWERS CLARKE'S COLORS

Frenchman Takes His Measure in Race Run on Two Tracks—Clarke Over-Handicapped in Another Event.

Although A. J. Clarke was robbed of the "winter championship" in Paris, as was detailed in the Bicycling World, he was defeated fairly and squarely by Emile Friol in the Grand Prix of Easter. Pouchois, "the coming man," finished third in the final heat.

The meeting spread over two days, the first day's sport being held at Parc des Princes track, which marked the opening of that outdoor saucer, by the way, and the second day's racing was at the winter track.

The Grand Prix of Easter was, of course, the big race, and the trial heats, eight in number, were run at the Parc des Princes track, Sunday afternoon, March 27th. The winners of the heats, in order, were Martin, Comes, Dupre, Friol, Polledry, Clarke, Hourlier and Pouchois. The preliminary heats went for 666 meters.

The popular little American made his second appearance that day in a 1,333 meters tandem race, paired with Ellegaard. The event was run in three heats and a final, Schilling-Pouchois winning the first, Dupre-Delage the second, and Clarke-Ellegaard the third. In the final heat Dupre-Delage triumphed over Schilling and Pouchois by a wheel, with Ellegaard and Clarke a half length behind the latter pair. The time was 2:46, the last eighth being covered in the fast time of 11⅘ seconds.

The only other event of importance at the first meeting was an 80 kilometers paced race behind big machines, between Seres, Contenet, Parent, Bardonneau and Guignard. Parent led until 50 kilometers, when he was passed by both Seres and Contenet, Seres finally winning by two laps over Contenet and 2½ laps over Parent. Bardonneau was 2¾ laps behind, and Guignard practically out of the running. The fight between Contenet, Parent and Bardonneau for second place really was the feature of the race. Seres's time for the 49½ miles was 1:06:10.

The second day's racing on March 28th was transferred to the winter track, and after an invitation race the repechage series of heats, for unplaced men in the trials, began. Ellegaard won the first, Schilling the second, and Bader the third, while the final repechage went to Bader, much to the surprise of the crowd, Schilling and Ellegaard being half lengths behind.

In the first semi-final heat of the Grand Prix of Easter Pouchois justified the predictions that have been made for him by defeating Comes and Dupre rather easily, while Friol came in front of Hourlier and Polledri in the second. In the third semi-final Clarke was not hard put to win from Bader by a length, the third contestant in the heat having been Martin.

With Friol, Clark and Pouchois in the final heat the crowd expected to see a battle royal, and in this they were not mistaken. Clarke took the lead at the start, but they were going so slowly on the backstretch that Friol fell, necessitating a restart. The second trial started exactly as the first and three laps were covered slowly, the American leading. At the bell Clarke jumped and gained several lengths on Friol and Pouchois, and Friol waited until reaching the back stretch. Then he made a pretty jump, lessened the distance between himself and Clarke, and after a hard sprint passed, winning at the tape by two lengths. Pouchois put up a good fight for second place but was beaten to the line by Clarke.

Morgan & Wright Motorcycle Tires

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

MORGAN & WRIGHT
DETROIT

Clarke, Dupre and Ellegaard were on scratch in the 800 meters handicap which followed, but none of them were able to qualify in the heats, the final going to Simeoine, with 35 meters, with Seigneur second from 30 meters. Schilling captured the consolation Easter prize.

The motor paced race between Bardonneau, Charlot, Biere, Dussot, Simar and Cuzin was contested in trial heats of 10 kilometers and a final at 20 kilometers. Dussot won the final by two laps in 18:30⅗, Simar was second and Bardonneau third.

Buckingham Wins an Indoor Race.

A two miles bicycle race formed the feature of the games of Public School 77 at the Eighth Regiment armory, New York City, Saturday night last, 9th inst. J. Buckingham finished first, W. F. Scheyner was second, and L. V. Donovan third. Time, 5:17⅗.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

NAT BUTLER BEATS EUROPE'S BEST

American Rides Magnificent Race and Disposes of Past and Present Champions —Floral Ovations Follow.

That the evergreen Nat Butler can hold his own against the best pace followers of the world, if he obtains an even break in the matter of pace, again was demonstrated at the winter track, Paris, Sunday, April 3d, when he vanquished Parent, Darragon and Guignard—admittedly the three fastest men in the world—in the Prix Jimmy Michael at 50 kilometers. Parent is the present world's champion, Darragon a former world's champion, while Guignard holds the world's hour record at something over 63 miles. That Butler was able to defeat such a formidable array of champions not only was a surprise to the defeated men, but to the Parisian public who, following the race compelled Butler to ride several "tours d'honneur," and literally covered him with flowers when he dismounted. Later in the evening he was feted at the American Hotel. To the credit of the Parisian public let it be said that it is as quick to acknowledge a foreigner's victory as a native conquest.

At the start of the race Guignard took the lead, followed by Darragon, Butler and Parent. The last-named rode so hard that at the ending of 10 kilometers (6.2 miles) he had passed all his opponents and led by a lap in 9:07⅗. The succeeding 10 kilometers saw a great battle between Darragon, Guignard and Butler. After a pretty effort Butler passed Darragon, and got within 70 yards of Guignard, who was led by Parent at the 20 kilometers, the time for which was 17:56⅗.

The veteran American decided that his time to strike was between the 20th and 30th kilometers, and the result was quickly apparent. When he began his sprint he passed Guignard and then went after Parent, and so hard did he fight Parent that the world's champion fell back exhausted, Butler leading at 30 kilometers in 27:16⅘. Parent was one lap in the ruck, Darragon had lost four laps in the sprint and Guignard was far behind.

In the next 10 kilometers the spectators were treated to a pretty spectacle when Parent attempted to wrest the lead from Butler. The American showed his Yankee pertinacity in an unmistakable manner and with the crowd on their feet yelling like wild Indians the duel progressed. Every time Parent came alongside Butler the latter would respond by quickening his pace and after a dozen trials, covering more than three miles, the Frenchman was forced to acknowledge defeat. Not content holding Parent off, Butler saw that he had him beat and decided to place himself so far ahead that in case of mishap he would be safe, and the result was that he led Parent

by 4 laps at the 40th kilometer. The pace was so fast that the record for the track was broken, Butler's time being 36:26⅘, as against the old record of 37:05⅗. In the last mile Butler's motor went bad and Parent regained two of the laps he had lost, the finish being Butler first by two laps, and Parent second, four laps in front of Darragon. Guignard was last. Butler's time was 46:32⅖, and his prize money, in addition to his bonus amounted to 1,200 francs.

The only other race of importance at the meet was the Prix Houbin, which was decided in nine trial heats, three semi-finals and a final. The surprise in the semi-finals was the defeat of Friol by Martin, Comes and Moretti, winning the other two semi-finals. The final heat, which was at 268 meters (⅙ mile) was won by Comes, who defeated Moretti by a half length in 21⅖ seconds. In the final heat for second finishers in the semi-finals Friol defeated Hourlier by a half length, Delage being the third man. Friol was so angry at Comes for winning the race that he immediately challenged him to a match, for a side bet of 1,000 francs.

American Motorcycles at Brooklands.

With automobile races occupying the greater part of the program only two motorcycle events were held at the Brooklands track in England, Easter Monday, March 28th, and both these were handicaps. The first was for machines with engines not exceeding 500 cubic centimeters, and was over a distance of about 8½ miles. It was won by H. Martin, on a machine of his own construction, from an allowance of 1 minute 15 seconds. In the second race, over the same distance, but for machines not less than 500 or more than 1,000 cubic centimeters, 22 riders started. The event was won by 250 yards by H. A. Collier, Matchless, with an allowance of 1 minute 6 seconds. Second, third and fourth places were won by Indian machines, the respective riders being E. Bennett, A. Moorehouse and Lee Evans. Their respective handicaps were 0:57, 1:06, and 0:57. The average speed was 63 miles per hour.

Devising Protection for Spectators.

The German track owners and members of the government recently held a meeting with a view of reopening the track enclosures to the public. It will be remembered that after several distressing accidents caused by pacing machines running off the track the police stepped in and forbade any persons other than trainers to occupy the space inside the track during the progress of races. No definite conclusion at the conference was reached, but it is probable that the police will allow spectators within the enclosure if the management will erect a barrier 30 feet from the inside edge of the track and fill in the intervening space with a sand pit, so that there will be little danger in a motorcycle striking the wall of spectators should it run amuck.

MADE THE IOWANS RUB THEIR EYES

Palmer and Mitten Have Their Little Joke —"Paced Exhibitions" of Unusual Sort on Public Streets.

W. "Pedaler" Palmer, the Australian sprinter, arrived in New York City Thursday from Davenport, Iowa, where he has been rusticating at Worth L. Mitten's farm for some weeks. Palmer states that he and Mitten did a turn on the rollers at the American theater, Davenport, last week, where they were billed as the feature attraction, and that together they created a great deal of amusement riding through the streets in paced exhibitions—Palmer astride a pace-making motorcycle and Mitten astride an old-fashioned ordinary. For fear the tale might not be believed Mitten and Palmer had themselves photographed doing a mile a minute, as the accompanying illustration will show. Mitten once was the reputed high wheel champion of Davenport, but that was many years ago. The protograph is unusually interesting in that it vividly portrays the old and the new types of bicycle.



"PACED EXHIBITION" THAT MADE IOWANS STARE

Springfield's Decoration Day Program.

Entry blanks were issued this week for the Springfield Motorcycle Club's Decoration Day meet, which will be held at the one-third mile board track in that city, and at which the feature event will be a 500 miles race open to machines not exceeding 61 cubic inches piston displacement, and which not more than two machines of any one make will be allowed to enter. This race will start at 8 a. m. and is expected to finish about 4 o'clock in the afternoon. Three prizes will be awarded, consisting of diamonds valued at $300, $150 and $50. Following the big race, which is expected to result in world's records, a program of short events will be run. There will be a two miles novice for machines not exceeding 50 cubic inches, a five miles private owners' handicap and a five miles trade riders' handicap, machines up to the full limit being allowable in these two events. The handicap allotments will be by time, an innovation for the Springfield Stadium Entries close on May 20th with W. C. Kothe, secretary, 17 Dwight street, Springfield, Mass.

New Yorks Schedule Spring Centuries.

Entry blanks have been issued for the New York Motorcycle Club's annual spring single and double centuries on Long Island, Sunday, May 1. There will be two divisions, riders in the first division, the double century, going to Southampton, the dinner stop, and return. Twelve hours has been fixed as the running time, and all survivors will receive silver medals. In the single century, Patchogue will be the turning point, and the "hundred" must be traversed in 6 hours; medals will be the awards in the latter class. The double century will be started at 6 a. m., and the shorter one three hours later.

There will be two sub-divisions or sections in each run, to be known as the New York and Brooklyn sections, respectively. The former will comprise all riders from Manhattan, the Bronx and New Jersey, while the second section will be made up of contestants from Brooklyn and Long Island. Although both will start at the same hours, in all divisions, they will depart from different rendezvous, the New York contingent leaving the club headquarters, Broadway and 101st street, and the Brooklynites getting away from that time honored point, Bedford Rest, and both divisions will finish at their respective starting points. In case of rain the run will be held the next fair Sunday.

One Cause of Two-Speed Breakage.

Two-speed gears of the sliding pattern in which either the gears themselves or a clutch sleeve are shifted to secure the speed changes, sould be examined periodically to ascertain whether the gears or clutches mesh fully on all speeds. This precaution is advisable, if the expense of replacing a gearset is of any importance—and it usually is—because in time as the shifting mechanism wears and "play" develops, when the operating lever is thrown into the desired notch on the quadrant, the gears do not slide into full engagement. Consequently only part of a pair of gears is carrying a load which the designer intended should be carried by the full gear faces, and this overstrain in time will wear the gear teeth unevenly, as well as cause them to snap off. Adjustment usually is provided to take up wear in the shifting linkage, but where this is not the case it is best to replace the worn parts, which is a much more profitable investment than renewing the gears themselves.

Precaution in Changing Oil Brands.

If for any reason it is decided to change the brand of lubricating oil—and the change should not be made without good cause—where a drip sight feed is used it should be tested to see that the new grade of lubricant feeds at the proper rate, and if it does not, the adjustment should be changed to give the prescribed number of drops per minute. An adjustment which may be set to feed one grade of oil at the proper rate may be too slow for another brand. At the factory the proper adjustment is determined with a grade of oil which by test has been found suitable for this particular engine, and should the brand be changed by the rider, without verifying the rate of flow, a big repair bill might result. Force pumps, either hand or mechanical, as a rule are not affected by a change in the grade of oil.

Why Repair Patches Often Peel Off.

According to a veteran repairman, the chief cause of repair patches peeling from inner tubes is failure to give the cement proper time to dry before applying the patch to the puncture. The cement, he says, should be applied liberally both to the patch and the tube, and instead of permitting them to dry for two, three or five minutes, ten or even fifteen minutes is far more advisable. Then when the patch is put on, it will not only stick, but the adhesion will be lasting. Another cause of peeling is the frequent failure to clean the "bloom" off the rubber for a sufficient distance from the puncture, the result being that the edges of the patch do not sufficiently adhere.

Noise in the Shaft Gear Case.

Noise of a harsh or grinding nature which may emanate from the gear case of a shaft driven machine usually indicates want of lubrication, or wear, either in the gears themselves, or in the thrust or shaft bearings. If adjustment is all that is required the sooner it is given proper attention the better, for excessive wear, abnormal strains and the unpleasant grating are thus eliminated. If the machine has seen considerable service and the gears do not mesh properly, because of general wear on the teeth or shaft bearings, and the expense of renewal is for some reason or other to be avoided, a considerable temporary reduction in the noise may be effected by filling the gear case with a thick, creamy fluid mixture composed of grease, graphite and cylinder oil. Of course this is but a temporary remedy, and the necessary replacements should be made at the first convenient opportunity which arises.

Protecting the Universal Joints.

As a rule the universal joints of cardan shafts do not receive the small amount of attention which is due them. The chief point to be attended to is to keep the joints well lubricated and free from dirt and grit, the presence of which is so disastrous to their long life. If not already protected from dirt, a simple and effective method of accomplishing both objects is to encase the joints in a flexible leather covering filled with grease. Most large accessory stores stock these "boots" in a large variety of sizes, but if a suitable size is not obtainable, a harness maker or leather goods shop usually will be glad to supply the size desired at a reasonable figure.

Fitting the Speedometer Gear.

Most of the troubles which beset users of speedometers are caused by the improper attachment of the instrument and fittings. The commonest error is the faulty application of the larger gear to the road wheel. Either through ignorance or carelessness, this gear often is made fast to the wheel in a position eccentric to its axis, with the result that when the component gear is in mesh, and the machine is under way, a whirring or intermittent grating noise is produced. This grinding not only is annoying, but indicates that unnecessary wear is taking place between the gears because of their improper meshing.

Difficulties with the Air Valve.

One good thing to let alone in a carburetter which is provided with an automatic air valve is the spring controlling that sensitive member. Altering its tension in a mistaken attempt to improve the working of the carburetter is apt to result in more harm than good. Once it is out of adjustment it may be almost impossible to restore it to proper strength.

Causes of Twin Cylinder Misfiring.

Irregular firing in a twin cylinder engine may be caused by air leaking into the intake pipe through a faulty connection at one of the cylinders. This naturally would cause a difference in the quality of the mixture reaching the two cylinders and so promote weakness in one set of charges, if not actual skipping or backfiring.

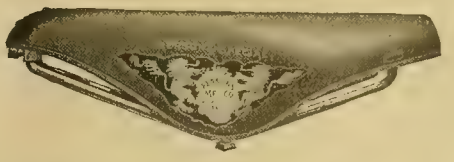
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In all directions, this good news is being heard. And it's good for everyone—as good for those who ride bicycles as for those who sell them. In all this wide world, there is nothing better for mankind than a good bicycle, rationally used. But all the goodness in even a good bicycle cannot be obtained unless it is equipped with a comfortable saddle. That's a fact that does not admit of argument. You all know it. No one will

Sit on a Fence Rail

when a cushion seat is available. The same comparison applies to bicycle saddles. Therefore, if you are selling bicycles, do your part to make cycling "look up" still higher. Make your customers comfortable. Mount them on Persons saddles and thus let them enjoy cycling in full measure. There's not a "fence rail" in the Person line. Every saddle in it is a suspension saddle and most of them with fine, grateful springs.



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From The Four Winds

Although it has not yet secured a track, the Chicago Motorcycle Club has announced a race meet for Decoration Day, May 30th. The Hawthorne or Libertyville tracks are being considered.

The Kinloch Telephone Company of St. Louis has its St. Louis county "trouble man" mounted on a motorcycle. He is said to be doing the work of four men, having covered more than 8,000 miles since last June.

Bicycle thieves were busy in Hartford, Conn., last week. On Thursday four bicycles were reported to the police as missing, and on Friday Herman Berman told the police his machine had been "lifted" from his yard.

The Irvington Wheelmen, of Baltimore, Md., have reorganized and elected the following officers: Captain, Henry Merkel; secretary-treasurer, H. Kauffmann; sergeant-at-arms, H. Manger; pacemaker, William Coonel.

The Ohio Motorcycle Club of Columbus, in the state from which it derives its name, will hold a 22 miles road race on the roads near that city, Saturday next, April 23d. The race has been sanctioned by the F. A. M., according to Columbus reports.

The bicycle squad of the Bay View Wheelmen, Newark, N. J., have selected the following officers for the ensuing season: President, J. J. Husse; vice-president, Walter Pofahl; secretary, George Husse; treasurer, Fred H. Arnold; sergeant-at-arms, Harry Dauber.

The fourth annual Milan-San Remo professional road race which first was won by Petit-Breton, was held on April 3d. It resulted in a victory for Christophe, who covered the 179 miles in 12 hours 24 minutes. Ganna, the Italian rider, who won the race last year, was second in 13:03.

Failure to see a light engine backing across the Lake Shore tracks, Buffalo, N. Y., caused the death of Frederick Kliemann Monday morning, 11th inst. Kliemann was tossed from his bicycle and his body was cut in two sections, while his brother, with whom he had an appointment to meet him, looked on.

At its annual meeting Tuesday night last, 13th inst., the Akron (Ohio) Motorcycle Club elected the following officers: President, L. G. Read; vice-president, K. K. Kempel; secretary, U. A. Bertele; treasurer, Tom Coleman; captain, Glenn Campbell; first lieutenant, E. G. Gammeter; second lieutenant, G. B. Baker.

Unless all the bicycle and motorcycle riders in Dayton, Ohio, this week comply with the local law requiring license tags, the police threaten a wholesale crusade of arrest. The fee is 25 cents a year. The fine for non-compliance with the ordinance is $6.50. So far this year 4,300 bicycle and 251 motorcycle licenses have been issued.

According to the official registration returns there are in Italy 5,089 cars and 4,031 motorcycles, while in Switzerland, the home of the lightweight, there are 2,702 cars and 2,000 motorcycles. Germany, with its 16,000 motorcycles, has a total number of 41,000 motors of all descriptions registered, while France has 37,500 and Holland only 10,000.

The feature of the card at the Newark (N. J.) Velodrome tomorrow (Sunday) will be a match sprint race between John Bedell, of Newark, and Patrick Hehir, of Australia. In addition, there will be a mile handicap, a five miles scratch, and a two miles invitation for professionals, an unlimited pursuit and two-thirds mile handicap for amateurs, and a mile novice.

Although his name would lead one to believe that he would be above such temptation, John Christian, a Jacksonville (Fla.) negro, is in trouble with the police of that city. Irwin Dixon reported that his bicycle had been stolen and the policeman caught Christian riding it. The negro claims to have bought the bicycle from another man, but so far has not been able to produce him.

Manager H. W. Heagren, of the Salt Palace saucer, Salt Lake City, has announced his program for the opening meet to be held on May 30th. It is a very good card, calling for about $500 in prize money. The events are a two miles handicap and half mile scratch for professionals, a mile handicap and two miles scratch for amateurs, a mile novice and mile motorcycle race.

To date 40 entries have been received for the annual Tourist Trophy race which will be held in the Isle of Man by the Auto Cycle Union of Great Britain next month. Among the entries are nine Indian motorcycles, which will be ridden by C. E. Bennett, E. Lee Evans, D. R. Clarke, W. O. Bentley, C. B. Franklin, J. R. Alexander, Jr., A. J. Moorhouse, and two riders not yet named.

Otto Schaffrodt, who has a news stand in the Grand Central station, New York City, was awarded a verdict of $1,250 by a jury in Part IV, Supreme Court, Tuesday last, 12th inst. Schaffrodt was riding a motorcycle up Park avenue January 13, 1908, when an automobile belonging to Pliny Fisk ran him down. Schaffrodt sustained a broken hip and other injuries; he had sued for $20,000.

The Century Road Club of America has issued entry blanks for its 14th annual spring century run, which this year will take place on Sunday, May 5th. Emile E. Fraysee will pace the slow division and Charles Hausenbauer will act as pilot for the fast division. The former leaves Prospect Park, Brooklyn at 7 a. m., and the latter division at 8 a. m. Silver medals will be given all survivors, while a silver loving cup will go to the club sending the largest number of entries.

In the arrest of Herbert Clinton, a moving picture operator, 24 years old, last Saturday afternoon, 9th inst., the police believe they have done much to solve the recent disappearance of bicycles in Erie, Pa. Clinton was attempting to sell a blue Tribune bicycle at Union Station when arrested. Walter Schleicher later was found to be the owner and he caused a warrant to be issued, whereupon Clinton was held.

As evidence that good roads and good streets promote the sale of bicycles—as though such evidence were necessary—is cited the case of East Liverpool, Ohio. Before this spring the sale of bicycles practically had discontinued, because of the wretched streets. Now that paved streets and roadways have become the rule, people again are seeking bicycles. More than 20 new machines already have been sold this season.

The opening meet at the Revere Beach track, near Boston, Mass., will be held on Tuesday next, 19th inst., which is observed as a holiday—Patriot's Day—in Massachusetts and Maine. The paced race will be between George Wiley, of Syracuse, N. Y., Elmer Collins, of Lynn, Mass., and Menus Bedell, of Newark, N. J. The entire field of sprinters will go to Boston to compete in two events, while several races will be provided for amateurs.

It often has been demonstrated that crack bicyclists have proved equally as adept at other forms of athletic endeavor, and a case of the moment is Richard Arnst, the New Zealand athlete, who retained the world's single sculling championship, held at Christchurch, New Zealand, on Monday last, April 4th. The race was for a stake of $2,500, over a three miles course, and Arnst defeated his rival by six lengths. Before he took up rowing Arnst was world famous as an Australian road rider.

Another instance of a judge depriving a rider of his motorcycle because of the latter's speeding proclivities has been recorded, this time in Evanston, Ill. Louis Ferguson, 17 years old, was arrested upon a charge of riding through the streets of that Chicago suburb at the rate of 30 miles an hour. Justice Boyer suspended sentence upon condition that young Ferguson not ride his machine for two weeks. If caught on his motorcycle during that period he will be rearrested and perhaps fined.

Trees bordering the track and cross road obscured a fast express train from David Scull, a young man who was riding along the road near Phoenix, Ariz. The first intimation the train crew had of the boy's presence was when they saw him tossed into the air. In falling the boy's foot caught in a device for holding the lantern near the headlight, leaving the body suspended until the train could be stopped. Death was instantaneous. The wrecked bicycle was found hanging to the pilot. The accident occurred April 3d.

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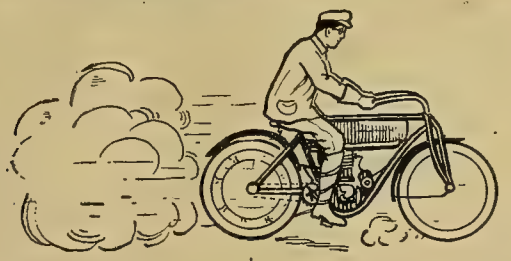
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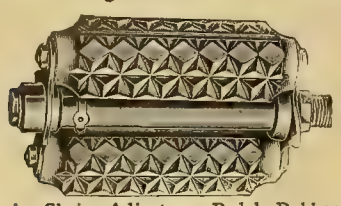
942,977. Carburetter. Johan C. Simonson, Elkhart, Ind. Filed Dec. 28, 1908. Serial No. 469,598.

1. A carburetter including an L-shaped carburetting chamber, a diluting chamber above the carburetting chamber and communicating therewith, a hydro-carbon chamber surrounding the carburetting chamber, a valve chamber at one side of the last named chamber, a boat controlled valve in the valve chamber, an iris diaphragm to adjust the intake opening to the carburetting chamber, a nozzle communicating with near the axis of the diaphragm and also having its axis substantially at right angles to the axis of the diaphragm, a needle valve to the nozzle, a spring controlled valve to admit air to the diluting chamber, and a throttle valve to regulate the flow from the diluting chamber to the engine.

946,037. Motorcycle Stand. William S. Harley, Milwaukee, Wis., assignor to Harley-Davidson Company, Milwaukee, Wis. Filed June 2, 1909. Serial No. 499,769.

1. The combination with a motorcycle including a frame, having depending clips secured thereto of a yoke having angularly disposed arms for pivotal connection with the frame, pads carried by said angular arms for engagement with the clips when the yoke is swung downwardly to operative position, and means for supporting the yoke in inoperative position.

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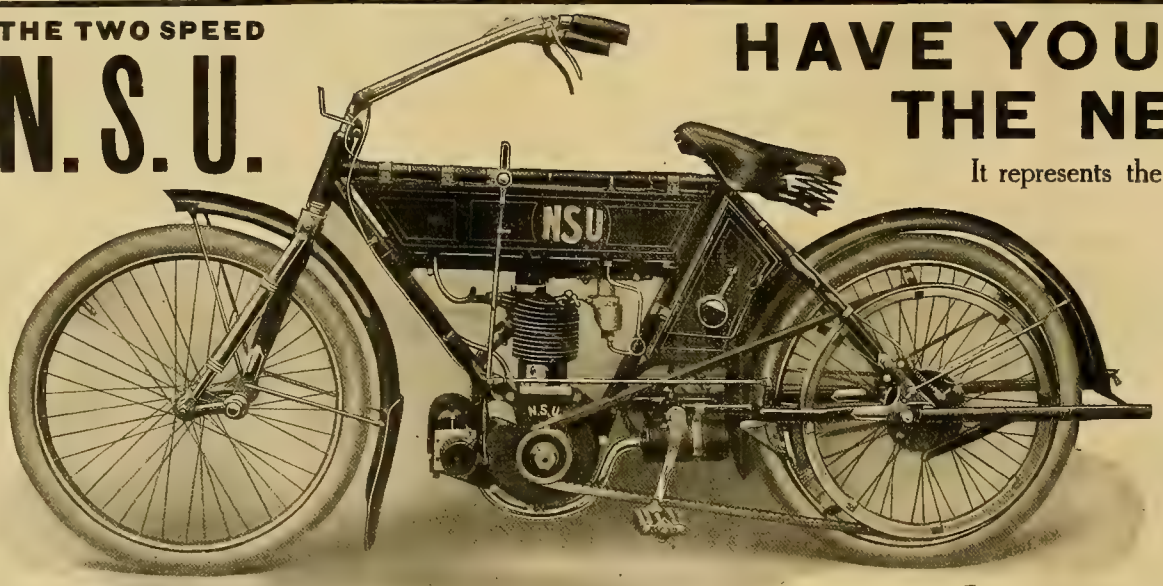
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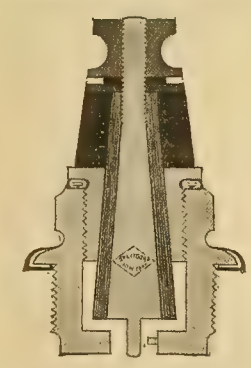
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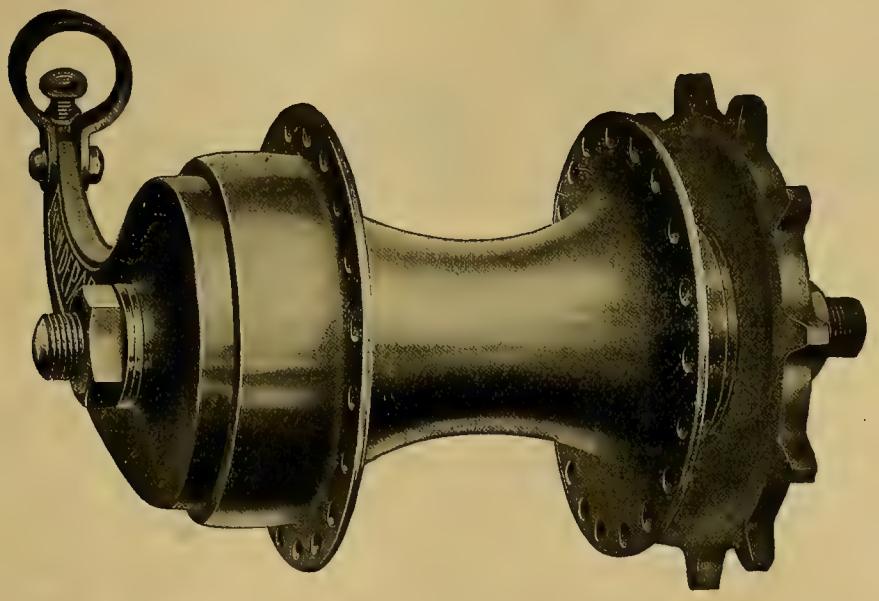
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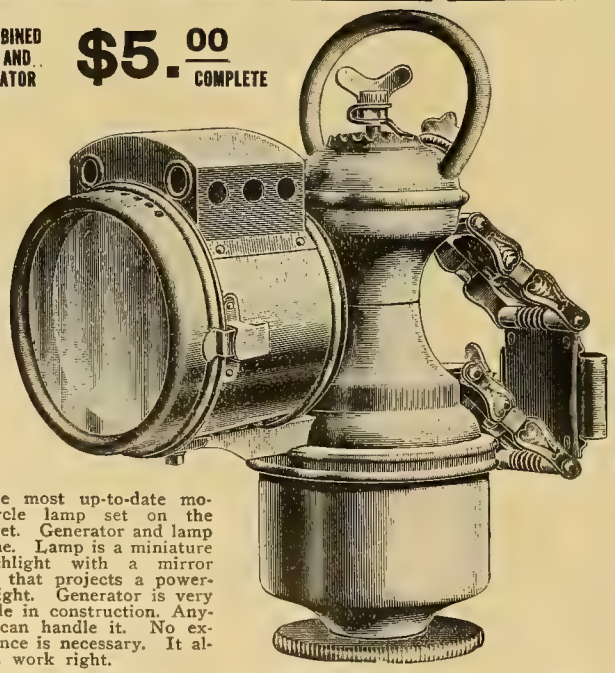
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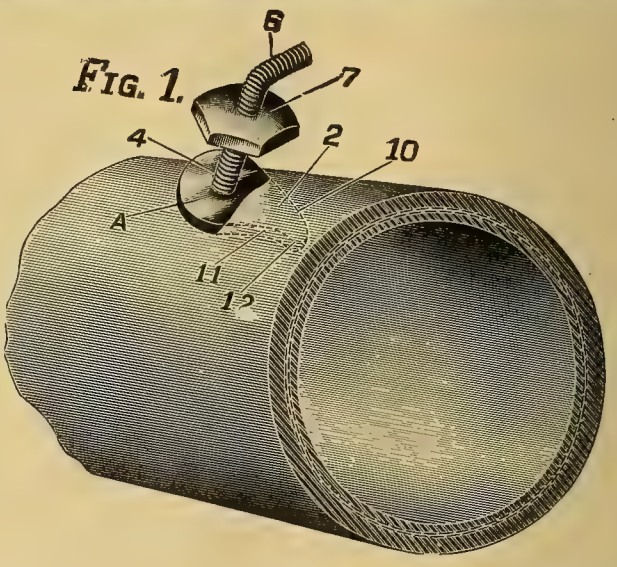


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FIG. 1.



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More bicycle tires will be made and sold this year by the Diamond Rubber Co. than ever before in its history.

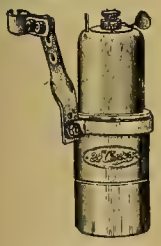
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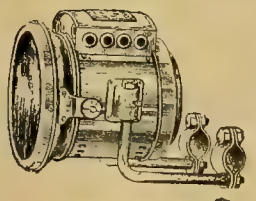
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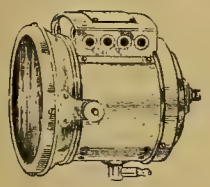



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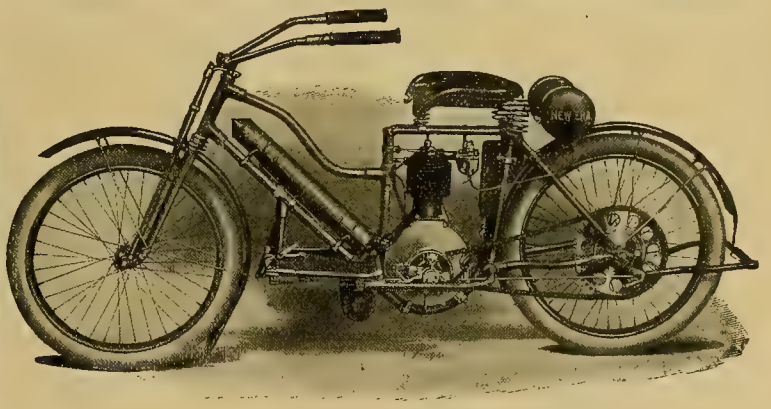
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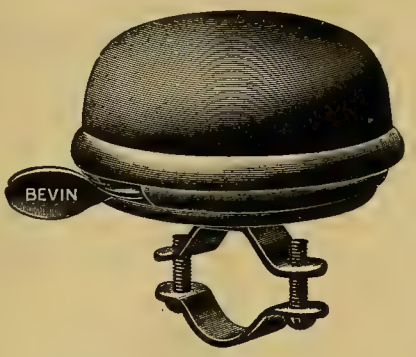
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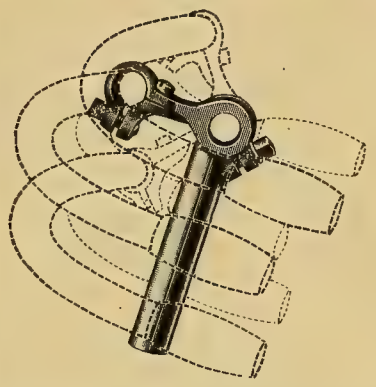


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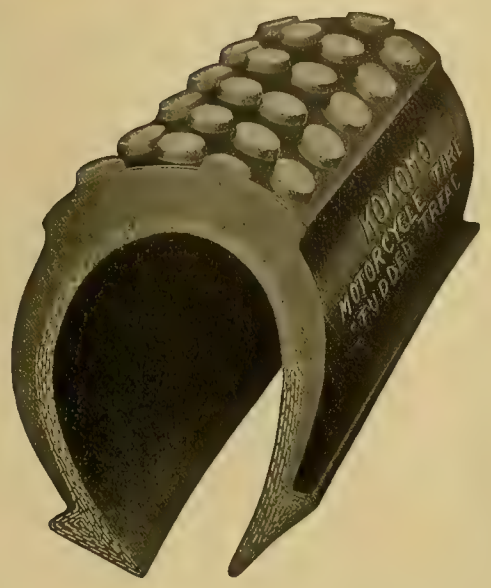
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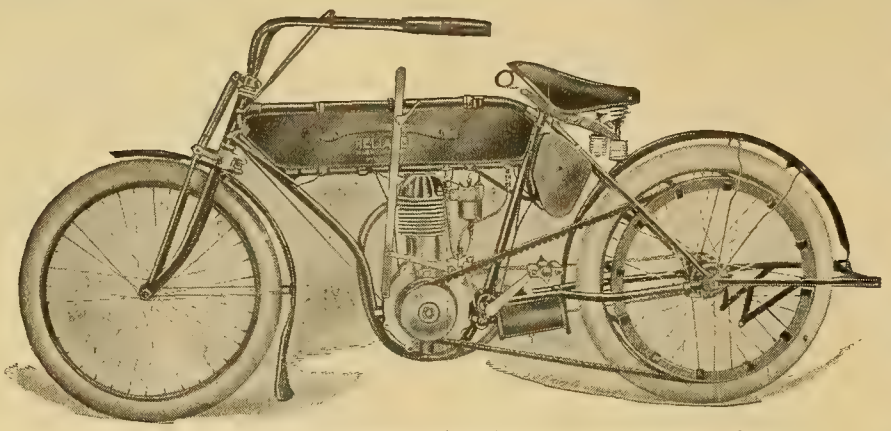








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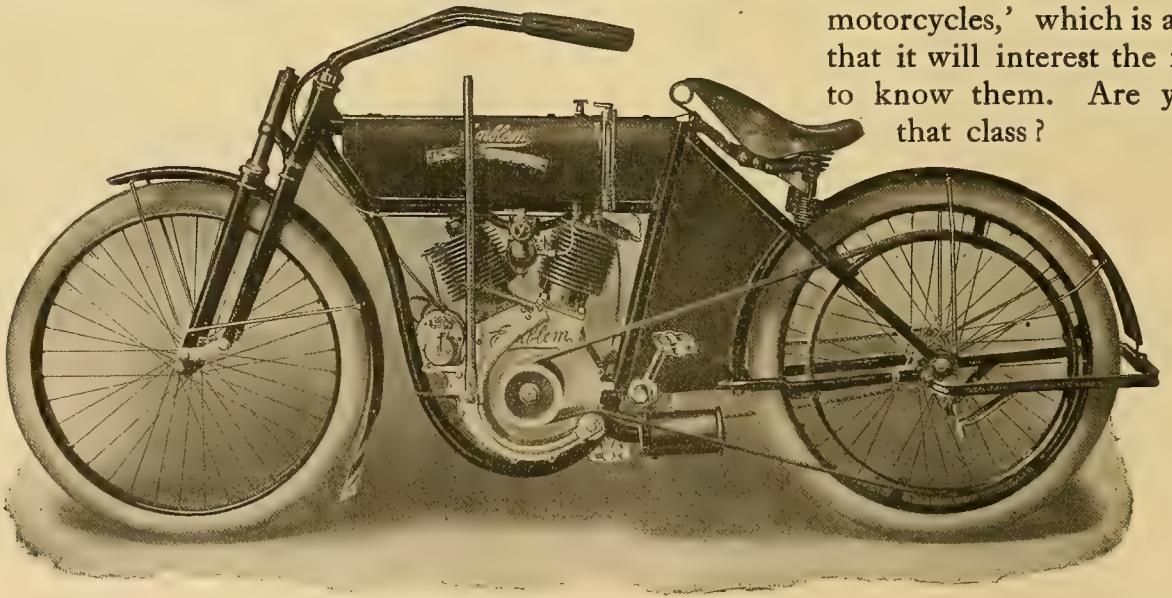
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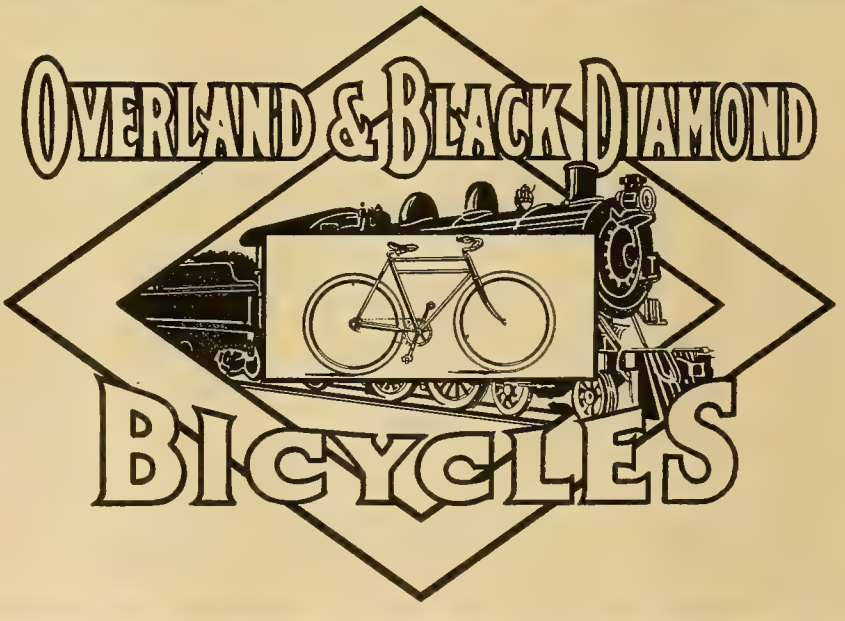
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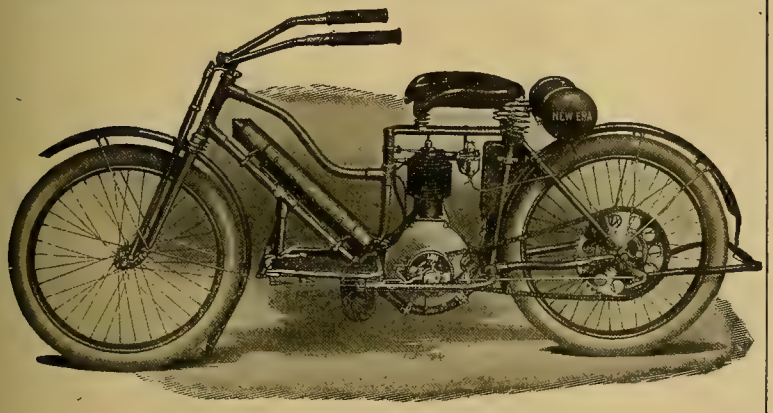
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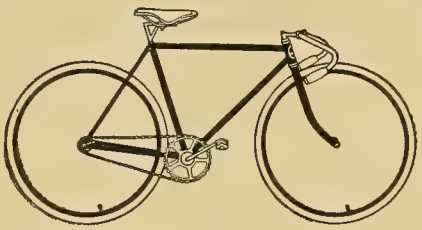
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Messenger Special



Important to Dealers

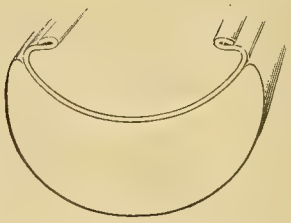
In consequence of the great demand for Pope Bicycles and in order that dealers may not lose sales through their inability to make prompt deliveries, we urge all of our customers to carry as large a stock of wheels as the conditions justify and to order as far in advance of their requirements as possible. The selling season is on in full force and is sure to be of longer duration than in any previous year. It is particularly requested that during this rush season Pope dealers confine themselves, so far as they can, to machines of standard finish and regular equipments, thus insuring more prompt shipments than may otherwise be possible.

THE POPE MANUFACTURING COMPANY
Hartford, Conn.

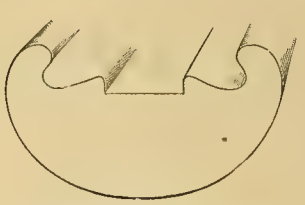
THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

MANUFACTURERS OF THE

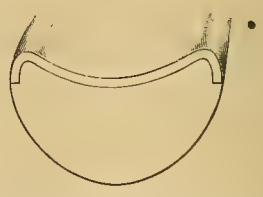
Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.



Crescent. Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE — ONAWAY, MICH.

WHEN BUYING A MOTOCYCLE

Why Not Have It Up-to-Date and One That Has Stood the Test of Years?

The simple, instantaneous control of the Indian enables you to run at any pace you wish, from a walk to the flight of an arrow.

You choose your own speed, for you have the most flexible, powerful motor ever built.

There Is Nothing Like It For Hills

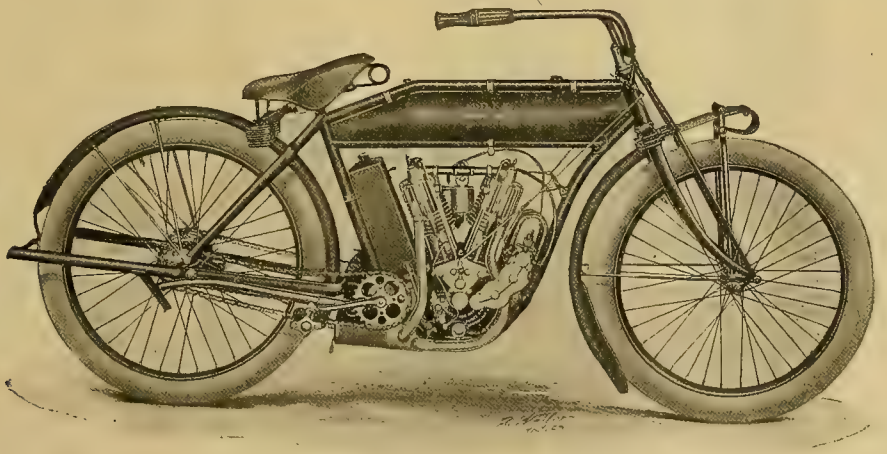
An unbreakable frame, of graceful design, insures safety, and gives style.

A cushion spring fork makes the riding as smooth as air.

There is no oil pump to be forgotten. It lubricates itself.

There are lots of other good things, but the catalogue will tell you. Send for it.

Indian Quality



Indian Ability

The 5 H. P. Twin That Does Things

THE HENDEE MANUFACTURING COMPANY

SPRINGFIELD, MASS.

Chicago Branch
1251 Michigan Avenue

London Depot
184 Gt. Portland Street



The One Best Bet

as an agency proposition for 1910 is

THE *Racycle*

ALWAYS HAS BEEN
ALWAYS WILL BE

The Best Selling High Grade Wheel IN THE WORLD

We can tell you why the Racycle should be—
Our Agents will tell you that IT IS—

The Best Agency in the U. S.

Write for particulars.

THE MIAMI CYCLE & MFG. COMPANY
Middletown, Ohio, U. S. A.



THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. New York, U. S. A., Saturday, April 23, 1910. No. 5

BIDWELL EXPLOITS A TRI-CAR

Once Conspicuous Cycle Tradesman in a New Venture—Sees Big Profits and Offers Stock for Sale.

What is the first public exploitation of the tri-car as a purely commercial proposition and as a basis for selling stock to the general public was revealed this week by the offering of $300,000 of the common capital stock of the Utility Car Co., a concern incorporated under Delaware laws with $1,000,000 capital. The prospectus states that the company owns the hitherto unknown Auto-Tri Mfg. Co., of Buffalo, N. Y., of which George R. Bidwell, who years ago was a big figure in the cycle industry, is president; it is the latter concern which is the manufacturing department of the business, its product being a three wheel intermediate between an enlarged motorcycle tri-car, which it closely resembles, and a small commercial type automobile.

In addition to owning the Auto-Tri company, the Utility Car Co. also owns a subsidiary known as the Utility Car Co. of New York, which for some months has been conducting a local parcel delivery business in and around New York City, and between the two the parent corporation expects net earnings "in excess of $1,000,000 in the first three years."

"The secret of the success of the Utility Car," the company's advertisement goes on to say, "is in its absolutely unique, patented method of transmitting the power. The new concave disc transmission is the greatest improvement in the automobile art in recent years. It is the invention of Mr. George R. Bidwell, who invented the diamond frame for bicycles, which revolutionized the industry," which reference to the diamond frame as being a Bidwell discovery will cause many trade veterans to gasp.

In addition to its friction drive mechanism, the car has an 8 horsepower single cylinder, water cooled engine under a hood in front, with a shaft extending back to the friction gear on the single rear wheel. Over the latter is a small, rumble pattern seat, with a controlling lever at the side and a steering wheel in front of it. The whole middle part of the rig is taken up by a large van or package box, although any form of box, hamper or rack can be equipped in its place. The radiator and engine hood are in front of the van part and over the front axle. Spark and throttle levers are on a quadrant on the steering wheel, directly back of the van, while the clutch disc contact is governed by a foot lever and six forward and one reverse speed changes are provided by the hand lever. The outfit sells for $500 and is capable of carrying 300 pounds, at 15 miles per hour.

Magnetos to Be Made in Muncie.

Having obtained the exclusive American rights to the Nieuport magneto, the Warner Electric Co., Muncie, Ind., is making ready to place that instrument on the American market; it will be made in both motorcycle and automobile sizes. The Warner company, of which Hugh L. Warner is the head, is well equipped for the purpose, having been engaged in the production of electrical appliances for more than ten years. Previously it has existed as a copartnership, but since the Nieuport rights were secured it has become a corporation with $100,000 capital, Eduoard Nieuport, of the French company bearing his name, being one of the stockholders.

Fire Wrecks Detroit Supply House.

Fire which started in the shipping room of the Monnier Automobile & Cycle Supply Co., Detroit, Mich., on Monday, 18th inst., caused heavy damage to the stock and building. Two explosions, which followed the fire, added to the wreckage.

Sherburne Firm Dissolves Partnership.

The firm of Cook & Wright, Sherburne, N. Y., has dissolved partnership. The business will be continued by Wright.

HORNECKER STRIKES THE SHOALS

Geneseo Motorcycle Manufacturer Unable to Avoid Bankruptcy—Petty Spirit that Caused the Trouble.

After a long, hard struggle to avoid it, the Hornecker Motor Mfg. Co., Geneseo, Ill., has been forced into bankruptcy. Insufficient capital and internal dissension are the roots of the trouble.

The company practically has been at a standstill for several months, and its difficulties were so well known that the bankruptcy proceedings will cause small surprise but great regret, as during several years President Hornecker and his father have put comparatively large sums of money into the business in the effort to keep it going and to prevent just what has happened. Other interests, friendly to the Horneckers, since have come to the front, and it is believed that in due course they will succeed in re-establishing the concern on a firmer basis.

The Hornecker company built the Torpedo motorcycle, a machine of advanced and attractive design, and was making slow but steady progress until a couple of years ago, when it was induced to remove from Hammond, Ind. to Geneseo, Ill. Merchants in the latter place subscribed a substantial sum to bring about the removal, but not all of them met their subscriptions. Some of them displayed the narrow spirit so frequently encountered in small companies located in small towns and appeared to believe that motorcycles were sold like butter and eggs.

"If people want motorcycles why don't they come here and buy them?" is the plaintive query credited to one of the delinquent subscribers, who seemed unable to understand that advertising, salesmen and traveling men were necessary. It was this spirit which brought about the at least temporary undoing of the company.

GUESSING CONTEST IN NEW GUISE

Ohio Dealer and Three Motorcyclists Carry it Out—Credit Slips Given to the Successful Guessers.

That plans and methods for creating public interest in motorcycles and for reaching prospective buyers are engaging the activity of progressive dealers, is emphasized by a unique contest that took place in Columbus, Ohio, Wednesday of last week, 13th inst. It was a "guessing contest," originally planned for St. Patrick's Day, as was foretold in the Bicycling World, but the usual rain on that date occasioned a postponement.

The scheme, which bore the elements of novelty, and was designed to attract the attention of motorcyclists, who might be induced to purchase new mounts, and also prospective buyers, was consummated by the Franklin Cycle and Supply Co., of Columbus.

Briefly, the idea was to start three riders on different makes of machines, on a nonstop run, starting at 8 a. m., and lasting until 6 p. m., the course being around Capitol Square, in Columbus. Printed blanks were provided the spectators, and the one who guessed the nearest aggregate number of miles travelled by the three motorcyclists, was given a credit of $50 to apply to the purchase of a motorcycle. The person making the second nearest guess was awarded a credit of $25, and the third nearest guesser was allowed $10, these credits to apply on the purchase of new machines. To stimulate interest between the riders a prize worth $10 was given the individual making the best mileage in the allotted 10 hours.

The riders that started were Melvin Hayes, on an Excelsior, William Woodrow, riding a Thor, and J. A. Yates, astride an R-S. Woodrow became ill during the day, and his place was taken by Harvey Keintz. In the 10 hours Hayes covered 152.3 miles, and thereby won the prize for riders. Yates covered 136.8 miles and Keintz was close behind with a score of 136.⅜ miles. The aggregate mileage was 426.7. It is not stated who won the credit slips.

Britain's Exports Are Still Boomlike.

Great Britain's cycle trade continues to hold its remarkable and long sustained strength. For January, it reached a total valuation of $726,245, of which $167,630 represented the value of 8,145 bicycles, the remainder—$568,615—being for parts; while for February there were exported 10,382 complete machines, having a value of $213,855, while the parts exportation amounted to $643,740, making a total of $857,595 for the month. The aggregate of cycles and parts for the two months together was $1,593,840, showing a substantial gain over the January-February period in 1909, which came to $1,326,750. Imports of cycles and parts into Great Britain also show a gain in January and February over the same two months of last year. This year these months gave a total of $165,925 in cycles and parts, as against $154,520.

Another Swindler Going the Rounds.

Somewhere in the East a smooth individual is going the rounds and representing himself as a Harley-Davidson expert sent out for the purpose of showing the various dealers how to get the best results from their motorcycles. Incidentally he is executing the usual "touch," on the pretext of being short of funds while awaiting an expense check. Of course he is a swindler. The Harley-Davidson Motor Co. say no such representative ever has been sent out, while a rule of the company forbids any representative from borrowing money from its agents. A warning has been issued to all agents to be on the lookout for the stranger, together with a request that, if apprehended, he be held for the police. He last was heard from in Syracuse,N. Y.

Straightening Out Curtiss Affairs.

Gilbert Parkhurst, of Bath, N. Y., has been appointed referee in bankruptcy for the Herring-Curtiss Co., of Hammondsport, which was petitioned into bankruptcy on the 1st inst. It is anticipated that after the company's affairs are straightened out, its business will be continued on even a better basis than was the case before its embarrassment arose.

New Field for the Repair Plug.

The repair plug so long used to close punctures in single tube tires has found a new or at least enlarged field of usefulness. Joseph Glanz, of Hartford, Conn., reports that he has sold a number of his plugs and repair tools for use in repairing punctures in the inner tubes of automobile tires, the tubes now being so thick as to permit it.

Neverleak Gets a Verdict in Denver.

Because the firm Gougar & Todd, Denver, Colo., sold and made use of a puncture healing compound called "Elastic Solution," the Buffalo Specialty Co. has secured a verdict for infringement of its patents on the Neverleak tire fluid. After hearing the evidence, the court directed the jury to find for the complainants.

Louisville Vulcanizers Incorporate.

The Falls City Vulcanizing Co., Louisville, Ky., has incorporated under the laws of that state, with $5,000 capital, to deal in tires of all kinds. Albert H. Drake, Joseph C. Kirchdorfer and Herman Jansen are named as corporators.

Kelsey Incorporates With Large Capital.

The C. W. Kelsey Mfg. Co., New York City, has been incorporated under the laws of New York to deal in bicycles and motor vehicles of all kinds; it is capitalized at $250,000.

ENORMOUS EXPORT OF CYCLE PARTS

German Statistics for the Year 1909 Show Total Exceeding $15,000,000—How Business was Distributed.

Like Great Britain, and unlike America, Germany's cycle export trade during the year 1909 continued its remarkable and long sustained growth, the Fatherland retaining its place at the head of the column of cycle exporting nations. Its total business during the twelve months amounted to $15,021,750, as against $14,125,750 during 1908. For the corresponding periods, the British exports represented a value of $8,100,000 and $7,095,000, respectively.

As was the case with the British trade, the great bulk of German exports was made up of parts, the shipments of complete bicycles having declined practically 50 per cent., or from 143,422 machines, valued at $2,335,750, to 76,312 machines, valued at $1,379,250, a loss of $956,500. The increased demand for parts, however, more than made good this shrinkage, having advanced from $11,790,000 to $13,642,500, a gain of $1,852,500.

The principal markets for the German bicycles were as follows:

	1909.	1908.
Holland	$370,480	$371,520
Switzerland	254,465	277,560
Denmark	138,930	1,045,545
Russia	115,170	116,640
Belgium	88,635	102,165
Sweden	68.135	86,940
Roumania	47,155	29,805
Norway	43,415	43,845
Italy	41,485	28,795

The enormous business in parts was distributed as follows:

	1909.	1908.
Great Britain	$2,457.500	$2,096,000
France	2,114,500	1,318,000
Holland	2,010,000	1,655,000
Italy	1.407,500	958,000
Austria	1,196,000	1,215,500
Denmark	1,045,500	1,852,000
Belgium	910,000	727,500
Switzerland	660,000	623,000
Australia	425,000	262,500
Russia	202,000	199,500
Sweden	167,500	197,000
Norway	130,000	80,500
Finland	104.000	57,000
Argentine	84,000	78,000
Spain	68,500	39,400
Roumania	63,500	50,500
United States	59,500	36,400
India	55,000	32,150
New Zealand	52.000	32,300
B. South Africa	45,000	21,800
Dutch East Indies	33.000	25,500
Mexico	31,500	26,150
Egypt	31,000	41,250
Brazil	26,700	16,000

Automobile House Adds Motorcycles.

The Abbott-Detroit Sales Co., which handles the Abbott-Detroit motor car at 1519,21 Bedford avenue, Brooklyn, N. Y., has added motorcycles to its line; it has taken over the agency for the Greyhound for the metropolitan district.

TURKS NOW TAKING TO BICYCLES

American Consul So Reports and Says Great Trade Possibilities Exist—The Types of Machines in Demand.

Turkey hitherto has not been very much in the limelight as a promising field for American bicycles, or, indeed, for bicycles of any sort, but a recent report of Consul Jesse B. Jackson, stationed at Aleppo, calls attention to the fact that great possibilities now exist in the land of the mussulman, which is but just beginning to recognize for the first time the utility of the wheel. Commenting on present conditions in the Aleppo district, which may be taken as a fair sample of the whole Turkish Empire, the consul says:

"Three years ago a bicycle of any kind was a rarity in Aleppo, today they are quite numerous and rapidly increasing in number, most of them being of the latest models. As the American exporters have paid no attention to the trade, no wheels as yet have been imported from the United States. English dealers have the bulk of the business up to date, with French and German firms supplying a few. There is no tax or license required by the local authorities or the government. The customs duties are 11 per cent. ad valorem, with the probability of an increase to 15 per cent. in the near future. There being no bicycle manufacturers in this part of the Empire, all wheels sold here are imported."

Speaking of the demand for bicycles, Consul Jackson remarks that as a people the Turks are not very wealthy, in fact they are distinctly poor; it would be injudicious, for this reason, to try and sell expensive bicycles. The demand always has been, and probably will continue to be for cheap grade wheels, with a very small number of high grade bicycles for wealthy merchants or officials. There is practically no market for ladies' bicycles.

"Climatic conditions require that the tires shall be double tube," says the consul, "and it would not be at all advisable to place bicycles with single tube tires upon the market. It is essential that all bearings be dust-proof, or as nearly so as possible, owing to the sandy condition of all thoroughfares. Prices range all the way from $15 to $50, the lower price being principally for boys' wheels. Even the cheapest have all ball bearings, free wheel, rim brake, bell, double tube tires, mud guards, tool bags, etc. In addition thereto, the more expensive models have coaster brake, two or three speed hubs, and some makes have a coaster hub brake enabling the rider to dismount at any position on the back pedal. It is particularly noticed that wheels having nickel-plated rims, handlebars, sprocket wheels, and pedal shafts are much used, selling from $20 to $30 retail.

"Every possible inducement is offered by the European manufacturers, in the way of prices and terms of payment, to place their wheels on the market, and one firm offers with a certain attractive model selling at $50, 16 accessories, consisting of watch holder, lamp, bell, lubricants, inflator, spanner, etc., and a ten-year guaranty. The same firm offers to the local dealers with each order of five or more bicycles, without additional charge, a liberal supply of parts, such as spindles, cups, cones, etc. so that accidental breakage may be repaired without delay, and offers also to fit the machines with a special transfer bearing the name of the local dealer in place of that of the manufacturer, without extra charge, on orders of ten or more wheels, and prepaying all charges on all orders to the nearest port to Aleppo.

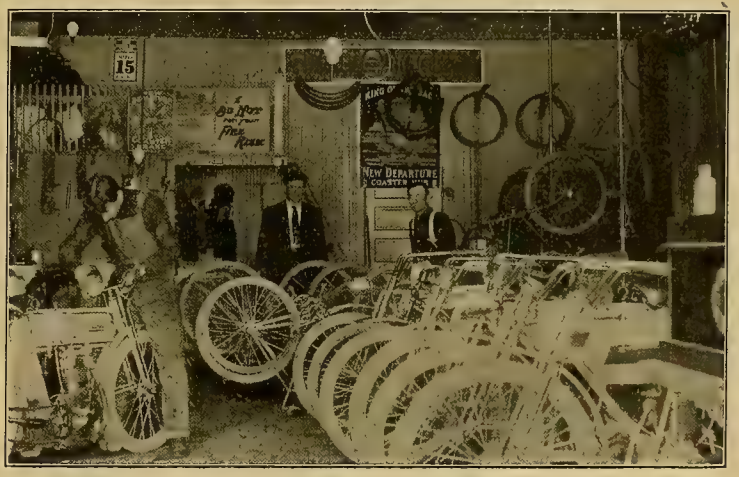
"There are as yet no tandems or wheels carrying more than one seat sold here. Notwithstanding some of the liberal offers of European firms, it is believed that American bicycle dealers can find a good market here for their wheels, especially of the cheaper and medium priced grades. The most practical manner in which to introduce this class of goods is to supply some traveling salesman who visits Aleppo with the necessary sample wheels to exhibit to the trade. The only other way would be by correspondence. Practically all goods are imported into this district through the import and commission houses. As English it little understood in Aleppo among the commercial circles, correspondence, as well as any literature addressed to them should be in French. Prices should be quoted in that language, and c. i. f. Alexandretta or Beirut, the two ports of Aleppo, and not f. o. b. New York, or some interior city in the United States, from which the buyer will be unable to compute the cost."

STORES OF WHICH THEIR OWNERS ARE PROUD.

(IX) KUHL & LOEHR, CHAMPAIGN, ILL.



(X) I. C. BRADLEY, FORT COLLINS, COLO.



Habich, He'll Pay the "Freight."

"You can't rise with the lark if you've been on one the night before," is the timely injunction printed on the unique souvenir cards that were sent to all Indianapolis (Ind.) motorcyclists this week, apprising them of Gus Habich's second annual motorcycle run that is due to take place tomorrow (Sunday). Habich, who is the Thor agent in Indianapolis, is one of the most progressive of dealers and his run last year was an occasion long to be remembered. Tomorrow's run, which starts at 8 a. m. (hence the quoted injunction above), will take the riders to Tom Jay's fishing camp at Taylorsville, Ind., where dinner will be served at the expense of Habich. To emphasize this fact, Habich adds: "Leave your pocketbook at home, but bring your appetite."

Excelsior Association in Colorado.

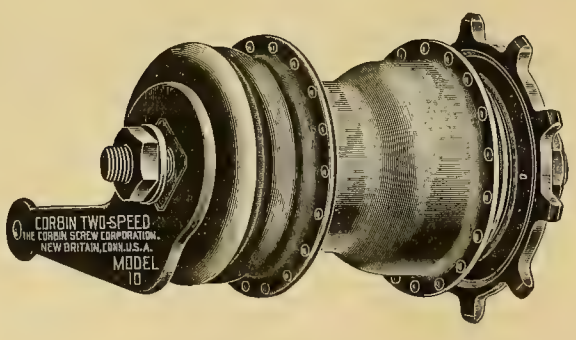
The Excelsior Motorcycle Association has been incorporated under the laws of Colorado with $1,000 capital. F. E. Stratton, Arthur Robbins and George P. Bartless are named as corporators.

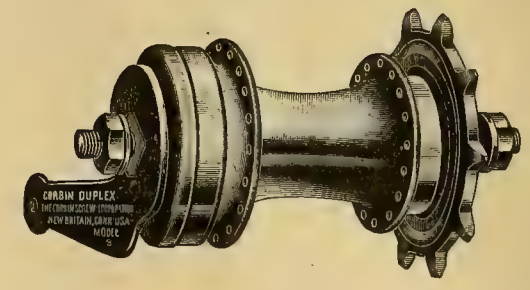
Men Who Have Ridden Bicycles

for years and who thought that with the Corbin standard coaster brake they had found the apex of enjoyment and who then tried the

CORBIN

Two-Speed Coaster Brake





have told us that it added immensely to the pleasure and satisfaction of cycling. There are many reasons why this should be the case and the dealer who is bent on creating new business should keep the fact in mind.

CORBIN SCREW CORPORATION

New Britain, Connecticut

Licensed Coaster Brake Manufacturers

THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

Published Every Saturday by

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, APRIL 23, 1910.

The Annual Spring Number of the Bicycling World and Motorcycle Review will constitute the issue bearing date April 30th. It will contain more than 100 pages, will be marked by a strikingly attractive cover in colors and by as fine a display of photographs as ever was collected, and with a wealth of reading matter pertaining to both bicycles and motorcycles, all of the sort designed to induce "those who ride, to ride the more, and those to ride who never rode before," it will be an edition that cannot well fail to stimulate interest wherever it may go. There will be no increase in price, and copies will be mailed, postpaid, to any address on receipt of 10 cents.

Opportunities for Parts Makers.

That perennial source of wonderment—the statistics showing the continued and impressive expansion of the cycle export trade of both Germany and Great Britain, separately and collectively, which are presented in another column, does not excite less wonder than in previous years nor do the figures provide less food for reflection.

In the face of the sadly shrunken and still shrinking condition of the American export trade, the astounding and long sustained health of the foreign business of our two greatest competitors almost if not quite surpasses understanding. Despite any excuses which may be offered or anything which may be said, the statistics prove that there is no lack of business to be had if it is sought in the right way.

It is readily conceivable that the proximity to their chief customers exerts influence and affords advantages that are not easily overcome by a nation separated from Europe by an ocean, but the fact that the Germans are able to cross this ocean and do more business or increase their trade with our own South American neighbors while our trade with them is declining is no great tribute to the boasted American aggressiveness. What, for instance, can be said to excuse the fact that during 1909 our trade with our next door neighbor, Mexico, fell from $81,000 to $53,000, while Germany's sales in that country increased from $26,000 to $31,000. The same state of affairs exists further south. In Argentina, our business declined from $19,000 to $14,000, while Germany's advanced from $78,000 to $84,000, while in Brazil we obtained a mere crumb, $4,800—a loss of $1,000—while the Germans pocketed $26,700, a gain of $10,700. To go in another direction—Australia, for instance—where it would seem possible to meet them on fairly equal terms, we find ourselves even more hopelessly outsold. While our trade with the Australians fell from $68,000 to $45,000, Germany's boomed from $262,500 to $425,000.

These are figures that speak for themselves. Whether they will have any effect on American manufacturers is an open question, which, in view of recent history, is not likely to be answered in the affirmative. About the only hope that exists rests in the Cycle Parts and Accessories Association, which is very much alive. As by far the greater part of the British and the German export shipments are made up of parts, it would seem that the association might consider and discuss the subject with profit to its members. The forthcoming midsummer meeting at Atlantic City would prove an opportune occasion for discussion of the sort.

Rules and Sportsmanship.

It would afford double pleasure were it possible to agree with our esteemed contemporary that the "Confessions of a Private Owner," to which reference was made last week, indicate improvement wrought by the new competition rules of the F. A. M. As a matter of fact, however, the reverse is the case, and this lack of improvement always will be the case in proportion to the multiplication of the classes. The greater the number of classes the greater will be the offenses and offenders and the room for offenses against the rules, it matters not what they may be. Each added class simply creates new species of offenses and offenders.

It is true that when the F. A. M. gave birth to the so-called trade rider class it permitted a few, a very few, alleged amateurs to accept cash from manufacturers and thus to do openly what previously they had done by subterfuge. But this was not sufficient, for although it is forbidden by the new rules, it is not a state secret that these same men have continued to accept appearance money from promoters. The confessing former private owner admits that he received such money before he became a trade rider, but it is fairly well known that he obtained more of it since he changed his status; that he continued to practice the fraud of using at will either of his two machines bearing the same number also admits of small squestion.

As for the private owners class which it was thought would be purged by the creation of the trade rider department into which the men with itching palms and easy scruples automatically would gravitate—as for this class it is common property that its basic principle—the use of one's own machine—has been violated time and again, and never have the offenders suffered the punishment prescribed by the rules.

The amateur question always has been with us. It was with us long, long before motorcycles were dreamed of. It probably will be with us, as long as men who are not sportsmen find it desirable and profitable to masquerade as such and as long as officials remain blind or lax. Our contemporary's dictum that "the only true amateur is the poor amateur" misses the mark by a wide margin. The instincts of true sportsmanship, which means amateurism, are not incumbent on wealth or the lack of it, any more than is honesty in any other walk of life. Until men more generally realize that the competitor who "beats the rules" is guilty of dishonesty and is defrauding his fellow contestants, and until the culprit is treated as dishonorable men should be treated, the level of sportsmanship cannot rise as high as should be the case. But at that there are lots of real amateurs in this world and many of them are able to ride in parlor cars.

FOUNTAIN FOR POPE MEMORIAL

Tribute to Founder of American Industry to Take Practical Form—Hartford Body Takes Up the Work.

As was the intention from the outset of the movement inaugurated by the Bicycling World, the memorial to the late Col. Albert A. Pope will be of a practical nature. It will assume the form of a memorial fountain, which, as is appropriate, will be erected in Pope Park, which was one of Col. Pope's gifts to the city of Hartford, Conn., where he earned his fame and fortune and which owes so much to his initiative and enterprise.

The Hartford Board of Trade, of which Gen. H. C. Dwight is president, will carry the work to completion. The fund raised by the Bicycling World for the memorial, amounting to $2,661.60, was tendered to the Board of Trade with the suggestion that the appreciative citizens of Hartford probably would desire to add to it, and the offer was officially accepted by that body and a committee of three members was appointed to further the movement. This committee consists of Charles E. Gross, a leading attorney; C. D. Rice, of the Underwood Typewriter Co., and John Spencer Camp, of the Pratt & Cady Co. Messrs. Gross and Rice are old friends and associates of Col. Pope, Mr. Rice being the same who first designed the machinery for cutting bevel gears that made the chainless bicycle a success.

The last, and previously unacknowledged, subscription to the Bicycling World fund came from S. W. Merrihew the former treasurer of the old Metropole Cycling Club, of New York, which quietly passed away some six or eight years ago after a short but active and useful existence. Will R. Pitman, R. G. Betts and several other old timers whose names already were on the Pope memorial subscription list, were officers of the club, and after conference with Mr. Merrihew, the balance, $50, which long had remained in the treasury, and $7 left over from committee work, were added to the fund—a praiseworthy disposition.

Value of Magneto Covers Illustrated.

Although the preliminary indications that unfavorable weather would prevail did not inspire any of the competitors to take the precaution to insure themselves against ignition trouble, the desirability if not necessity of magneto covers for wet weather riding was strongly demonstrated in the Linden Motorcycle Club, Brooklyn, N. Y., spring run on Sunday last. The event was held in a steady and soaking rain driven by a strong wind, and which drenched both men and machines. Ignition troubles were the rule, particularly on machines equipped with magnetos, which latter became saturated with mud and water and developed short circuits. It was a common sight to see machines jacked up on stands by the roadside and their owners endeavoring to make all cylinders "shoot" regularly. Had the magnetos been protected by covers it is safe to say that very little trouble would have been experienced on this score. However, the value of magneto covers is not confined to wet periods, for they should be used in all weathers, fair or otherwise. Some magnetos are carried low down in front of the engine so that they are unusually exposed to dust and dirt, and it is important that as much protection as possible be afforded the instrument if prolonged and uninterrupted service is to be expected. Experience has shown that covers made of rubber duck are not suitable, for they absorb moisture and cause short circuits in wet weather; the best cover for all round use is one made of patent leather.

Motorcycle to Aid Religious Work.

Clergymen who have large parishes to look after gradually are beginning to realize the wonderful possibilities of the motorcycle in making pastoral calls. The Reverend E. J. Craft, rector of the Christ Episcopal church, of Bridgeport, Conn., ordered a machine last week, as he has found it impossible to get around the parish on foot or by trolley and attend to all the work necessary. The Reverend Craft will be the second minister in Bridgeport to adopt the motorcycle, the Reverend Father Thomas Mulcahy, curate of St. Mary's, having used a motorcycle for some time.

Adee Sails for his Annual Tour.

Alvah A. Adee, Second Assistant Secretary of State, sailed on the French Liner La Lorraine Thursday, 21st inst., for his annual pilgrimage abroad, and, of course, he took his bicycle with him. He will be joined in Europe by Alexander M. Thackera, Consul-General at Berlin and Mrs. Thackera, who for years past have accompanied Mr. Adee on his bicycle tours. Six weeks will be spent on the roads in Southern France.

Clifton Track to Reopen Tomorrow.

The Clifton (N. J.) Stadium, which has been included in the Eastern circuit, will reopen for the season tomorrow (Sunday). Manager Chapman has provided an interesting program, consisting of a motorpaced match between Menus Bedell, Peter Drobach and Elmer Collins, a match sprint race between Fred Jones, the local favorite, and Albert Crebs, of Salt Lake City, two open amateur events, and a race for novices.

Real Spring Tonic Properly Applied.

"An epidemic of that almost forgotten Spring fever 'Cyclitis,' is slowly beginning to spread through town," writes W. J. Woodcock, of Hollidaysburg, Pa. "Now, I think the best medicine known for it would be a cycle—but how to get a wheel to the sufferers is the question. I would prescribe first a dose of bicycle literature, as the bicycle will soon follow, provided the dose is strong enough. From past experience, I know your 'Annual Spring Tonic' is strong enough. So—as I have a kind nature and cannot endure to see others in pain—I have enclosed 30 cents in stamps for which I wish you would please send a package of your 'Spring Tonic' to each of the three fellows whose addresses are appended."

COMING EVENTS

April 24, Valley Stream, N. Y.—Century Road Club Association's 10 miles handicap road race; open.

May 1, New York City—Courier Cycle Club's first spring century run for bicycles and motorcycles; open.

May 1, New York City—New York Motorcycle Club's annual spring single and double century runs to Patchogue and Southampton, L. I., and return.

May 16, Brooklyn, N. Y.—Century Road Club of America's 14th annual spring century run; open.

May 29-30, Newark, N. J.—New Jersey Motorcycle Club's 350 miles endurance run to Easton, Penn., and return; open.

May 30, Plainfield, N. J.—Plainfield Bicycle Club's 25 miles handicap road race; open, and 2 miles road race for boys.

May 30, Springfield, Mass.—Springfield Motorcycle Club's meet at Springfield Stadium; open.

May 30, Brooklyn, N. Y.—New York State Division's Century Road Club of America, 25 miles Coney Island Path handicap race; open.

Mry 30, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's race meet at driving park track; open.

June 5, New York City—Century Road Club Association's annual century run from Columbus Circle; open.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

Coombs Again Heads the Worcesters.

At the annual meeting of the Worcester (Mass.) Motorcycle Club the following officers were elected: President, Ira C. Coombs; vice-president, Charles E. Hitchcock; secretary, E. C. Wheeler; treasurer, Robert MacDonald; captain, A. V. Amsden; fiirst lieutenant, W. C. Fish; second lieutenant, Howard Clark; directors, George F. Clark, Frank L. Coes and E. R. Creamer.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

HOW WHITTLER BROKE RECORDS

He "Got Inside" at Seventeenth Mile and Never Let Up—Ride Made Under Adverse Conditions.

Additional details of Fred E. Whittler's record-breaking ride at the mile board track at Playa del Rey, near Los Angeles, Cal., on Sunday, April 10, when he broke the world's professional record for fifty miles, which were received this week, verify first reports of the Salt Lake City crack's performance on a 7 horsepower Merkel.

As stated in last week's Bicycling World the record-breaking ride was made upon the new mile automobile track that has been constructed by Jack Prince. The trial was not without difficulties, as a heavy wind blew across the back stretch and the presence of two automobiles upon the track at the time Whittler was making his ride compelled him to swerve around them and therefore caused him to lose several seconds.

After Whittler received a telegraphic communication from the east that a trial would be sanctioned he got together Charles Fuller Gates, official referee in Los Angeles; W. L. Elbe, Louis C. Roessler and H. D. Johnson, timers, and Henry L. Beebe and P. J. Bodkin as judges. The watches used by the timers previously had been tested.

Whittler began breaking the professional records at 17 miles, and thereafter cracked every professional record up to and including 50 miles, which he reached in 40 minutes 13 seconds, or 8 minutes 8 seconds faster than Derosier's previous record of 48 minutes 21 seconds. Not only did Whittler break all professional records from 17 miles upward, but he slashed all world's records from 23 miles, the previous world's marks having stood to the credit of Fred Huyck, the amateur. Huyck's marks, which were world's records, for 23, 24, 25, 30, 35, 40, 45 and 50 miles, were, respectively: 19:03, 19:53, 20:54, 25:14⅖, 29:20⅖, 33:22⅖, 37:39 and 41:49⅗, all of them having been made at the Springfield (Mass.) Stadium, September 6, 1909. Whittler's time by miles is shown in the subjoined table.

Miles.	Whittler's Time.	Old Record.	Beat Record By
1	0:48	0:43⅕	
2	1:36⅖	1:32	
3	2:25⅖	2:20	
4	3:13	3:07⅖	
5	4:00⅖	3:55⅗	
6	4:48⅖	4:45	
7	5:36⅕	5:34	
8	6:25	6:20⅖	
9	7:13⅘	7:08⅗	
10	8:01⅕	7:56⅗	
11	8:49⅗	8:45	
12	9:38	9:33⅖	
13	10:26	10:21⅗	
14	11:13⅖	11:11⅕	
15	12:01⅖	12:00	
16	12:50	12:47⅗	
17	13:40	13:42	0:02
18	14:28	14:30⅘	0:02⅘
19	15:16⅕	15:19⅘	0:03⅕
20	16:05	16:08⅗	0:03⅗
21	16:53⅕	16:57⅕	0:04
22	17:41	17:45⅗	0:04⅗
23	18:28⅗	18:34⅖	0:05⅘
24	19:17⅕	19:24⅖	0:07⅕
25	20:04⅖	20:13⅖	0:09
30	24:00⅘	29:41	5:40⅕
35	28:03	35:23⅖	7:20⅖
40	32:05	38:55⅘	6:50⅘
45	36:08	43:29	9:21
50	40:13	48:21	8:08

Juggling Feat of Unusual Nature.

While some people never quite succeed in mastering the problem of balancing themselves on bicycles, there are others who not only ride with ease and comfort, but who can perform all kinds of fantastic juggling stunts. The accompanying picture shows one of them, a contestant at a recent for-



eign sports meeting, balancing four chairs on his teeth, while pedaling along on a bicycle over rough turf. The average cyclist has his hands full trying to keep the wheel steady while riding over grass, but the expert pictured seems to have no trouble at all in transporting half of the furniture of a housekeeping apartment. The bicycle was an ordinary "touring" model complete with mudguards, bell, etc., and not a so-called "trick" machine.

Germans Fix Limits for Pacemaking.

At last, and certainly not too soon, the German Tracks Association has fixed the maximum number of pace followers allowed for each track, an extra rider being admitted in the case of championships. Why any exception should be made for championship meetings is not by any means clear, as the object is to minimize the danger involved in motor paced races. Six riders may start together on the Munich track, while for the remaining tracks the number ranges from three to five. For Steglitz the maximum is five, and the Treptow management is not allowed to start any more than three.

"WAR" DECLARED IN ENGLAND

Cycling and Athletic Governing Bodies at Last Lock Horns—Sanctions for Mixed Meetings Chief Issue.

After twenty-five years of latent hostility a climax was reached in London last week when the Amateur Athletic Association decided to break with the National Cycling Union and to endeavor to assume control of bicycle racing in England. The open warfare has been expected for some time, as there have been many questions upon which the two bodies have not been able to agree. No matter which side ultimately is victorious, English amateurism will be in a state of turmoil for some time to come.

The Amateur Athletic Association occupies the same position in England that the Amateur Athletic Union holds in America, and the National Cycling Union corresponds to the National Cycling Association in this country, being a member of the Union Cycliste Internationale. The two bodies have always had a working agreement by which they recognized the suspensions and the actions of each other, as is the case in America. The National Cycling Union controls professional racing as well as amateur contests, while the Amateur Athletic Association, like the Amateur Union in America, does not foster professionalism in any way. This appears to have been one of the causes of disagreement.

Briefly, however, the principal cause of dissension is the claim of the National Cycling Union to the absolute control of all bicycle racing, no matter by whom promoted. For some time the A. A. A. has been in the habit of granting sanctions to clubs included in its membership to hold mixed meetings, where bicycle races, as well as other athletic events, are held. Similarly the N. C. U. has issued permits for its clubs to hold bicycle race meets where other forms of amateur sport were featured. The N. C. U. contends that the principle is wrong and that it only should grant permits for bicycle races, while the A. A. A. should confine itself to other athletic sports.

Another point contended by the N. C. U. is that its officials should be allowed to enter the enclosures of all A. A. A. meetings where bicycle races are held, proposing to extend the same courtesy to A. A. A. officials. Another point at issue is that the N. C. U. proposed to deal directly with the affiliated A. A. A. clubs programming bicycle races and not through the A. A. A. as heretofore.

The declaration of open hostility was precipitated by a letter to the A. A. A. in which the N. C. U. stated that it intended to enforce its rulings, and the letter came up for consideration at the annual meeting of the former association. After the argument the delegates passed a resolution, the principal clause of which was that ". . . the A. A.

A. will in future act independently of the N. C. U. and will promote amateur cycling as well as amateur athletics." The balloting was 90 to 1 in favor of the resolution.

Just what the National Cycling Union will do, now that the A. A. A. has declared itself, remains to be seen. As the former is a member of the international association, none of the crack riders who aspire to championship honors can afford to act contrary to the tenets of the National Cycling Union. At any rate, wholesale suspensions are expected for the next few months until either side is victorious, or, at least, until a truce is declared.

Three Australians Bound for America.

Harry W. Heagren, manager of the bicycle track at Salt Lake City, Utah, received a cablegram this week from Manager Gleason of the Melbourne bicycle track, to the effect that D. Gordon Walker, Alfred Goulett and another rider, named Keete, had sailed from Australia, en route for America. Walker and Keete have signed to ride at the Salt Palace saucer, in Salt Lake City, while Goulett will compete on the Eastern circuit. Manager J. M. Chapman, of the latter chain of tracks, also stated this week that he had received the cabled acceptance of a well known European crack. He will not disclose the rider's identity until he is assured that he is on a steamer bound for New York.

Butler Gives Guignard a Battle.

Paul Guignard and Nat Butler provided a thrilling battle at Roubaix, France, April 10th. Lehman was the third starter, but he did not figure in either heat. In the first heat, at 25 kilometres, Guignard defeated the American by one lap, the time being 22:20⅘. In the second heat, at 50 kilometres, Guignard gained a lap on Butler, but in the closing rounds the American made the pace so fast that he narrowed the Frenchman's advantage rapidly and almost won out in the sprint. Guignard won by only a few yards. As Guignard won two heats a third was unnecessary. Lehman stopped before the finish.

HART THE HERO AT PLAINFIELD

Motorcycle Meet Provides Some Thrills Despite Dusty Track and Poor Attendance—Six Events Run.

Despite the disappointment occasioned by the non-appearance of several crack riders that had promised to compete, and the drawback of a dusty track and only a few hundred spectators, there were several exciting moments at the first motorcycle race meet held in Plainfield, N. J., Saturday afternoon last, 16th inst. Frank Hart, a young rider of New York City, captured the lion's share of prizes, finishing first in three of the six events and third in another. Harry Klebes, the Philadelphia crack, also won a race and earned the plaudits of the small crowd for his good work in the handicap races.

William James, Newark; Frank Hart, New York City, and Harry Klebes, Philadelphia, lined up for the 3 miles scratch, 30½ cubic inches. Klebes was the class of the race and led all the way.

In the 5 miles handicap Edward Swain was off first with 1 minute 10 seconds, Hart next with a minute, Reichey third with 55 seconds, while Klebes started from scratch. The trio had covered one lap of the half mile track before Klebes got the word to start, but when he let loose he rode like a whirlwind. In the second lap he passed Reichey and two laps later got around both Swain and Hart. He passed Swain again in the third mile, but Hart and Reichey in the meantime were grinding out a fast pace. In the last mile it was seen that Klebes did not have a chance to overhaul Hart, but he made a great effort to get around Reichey. Reichey entered the home stretch with Klebes a few lengths behind him. Both men opened wide in the last stretch, but Reichey managed to keep his machine in front to the tape, Klebes overlapping him at the finish. It was one of the real thrilling incidents of an otherwise tedious afternoon. Just after finishing Klebes skidded on the soft lower turn and fell, but was not hurt.

Although there were only three starters—Stebner with 1:10, Hart with 40 seconds and Klebes on scratch—the 10 miles handicap for machines up to 50 cubic inches proved the second exciting dot in the card. Klebes let his machine out to the limit and after 4½ miles of dust-swallowing he got within striking distance of Hart. He passed Hart in the 5th mile and the finish of the next mile saw all three riders in the stretch, Stebner leading by 50 yards and Hart about the same distance back of Klebes. The Philadelphian got to the front in the 7th mile and set the pace for two miles, the 17th lap ending with Klebes leading Hart by 15 yards, and Stebner 25 yards back of the New Yorker. At that time Klebes apparently had the race won, but Hart developed surprising speed in the 9th mile and passed his "rival." The crowd looked to see Klebes come up again, but he had shot his bolt, and Hart got the prize by 200 yards. The summaries:



ONE OF THE FEW EXCITING MOMENTS



THE RUSH WHEN KLEBES SPILLED

Two miles novice, 30½ cubic inches—Won by Alex Reagan, New York; second, A. D. Honeyman, Plainfield; third, E. R. Honeyman, Plainfield. Time, 3:34⅖.

Three miles scratch, 30½ cubic inches—Won by Harry Klebes, Philadelphia; second, William James, Newark; third, Frank Hart, New York City. Time, 4:46⅕.

Five miles handicap, 50 cubic inches—Won by Frank Hart, New York City (1:00); second, George Reichey, Newark (0:55); third, Harry Klebes, Philadelphia (scratch). Time, 6:38⅕.

Two miles novelty, 50 cubic inches—Won by Frank Hart, New York City; second, George Reichey, Newark; third, Edward Swain, New York City. Time, 3:20⅖.

Five miles handicap, 30½ cubic inches, for Plainfield riders—Won by E. R. Honeyman (0:30); second, A. D. Honeyman (scratch). Time, 9:53.

Ten miles handicap, 50 cubic inches—Won by Frank Hart, New York City (0:40); second, Harry Klebes, Philadelphia (scratch); third, William Stebner, New York City (1:10). Time, 17:09⅘.

PHILIPPINES' FIRST ROAD RACE

Run in Unusual Surroundings—Soldier Entrants Rented and Borrowed Bicycles —Winner's Remarkable Ride.

Although the American flag has been flying in the Philippines for nearly twelve years it remained for William J. Hampshire, formerly of California, who is now attached to the Hospital Corps at Zamboango, P. I., to promote the first American bicycle race in the Philippine archipelago. The event took place on Washington's Birthday, at Zamboango, Isle of Mindanao, and the reports of it have just reached New York.



SCRATCH MEN IN FIRST PHILIPPINES ROAD RACE—FROM LEFT TO RIGHT—ANDREWS, SIEGRIST, HAMPSHIRE AND JONES.

From all accounts it was quite an event, too. It was won by B. H. Jones, an infantryman, who rode from scratch.

Before enlisting and going to the Philippines, Hampshire was centurion of the California Division Century Road Club of America, and in 1905 won the national mileage contest conducted by that organization. When he went to the Philippines, Hampshire did not forget his love for cycling and as many of the soldiers there had been riders in the States he promptly formed a Philippines Division of the Century Road Club of America and otherwise stimulated interest in a community that for cycling activity had been barren before his advent.

Then Hampshire conceived the idea of promoting the first bicycle road race, and, despite the difficulties that beset him, was successful in running an event that doubtless will lead to many other contests of the sort.

The race was held over the locally famous Zamboango "loop," over the San Jose, San Roque and Santa Maria roads, the start and finish being at the Plaza, in front of the provincial capitol. As both the army and navy were represented in the race, the contest assumed the aspects of a typically American holiday affair, and a crowd of 5,000 people—Americans, Europeans, Filipinos, Chinese and Japanese—cheered lustily for their favorites.

One of the most serious disadvantages with which Hampshire had to cope was the fact that few of the riders owned their bicycles, as they are not included in the kits of either soldiers or sailors. Nevertheless, the men were not dismayed, and they hired mounts which, from an American road racer's standpoint, were very sorry affairs, a majority of them being fitted with coaster brakes and saddles and handle bars that were not particularly conducive to speed. There was a varied assortment of "racing suits," too, consisting mostly of underwear, which added to the picturesqueness of the occasion and did not detract from the merits of the race. And, finally, to give Hampshire all the credit he deserves, he not only succeeded in promoting a very interesting event from a sporting standpoint, but he issued an official program, printed in English, which contained a list of the contestants, their numbers and handicaps, twenty advertisements and a half page telling of the advantages of the Century Road Club of America—in all covering ten pages 7½ by 10 inches.

Nineteen riders lined up for the start, and they were dispatched in four divisions, the limit men, with 2 minutes handicap, consisting of Roy Height, Earl Machette and William Sandergaard of Co. M, Third Infantry, and J. K. Munerlin of the Headquarters Detachment. The 1 minute 30 seconds markers were all attached to the Third Infantry—J. M. Montagne and J. R. Baldon belonging to Company L, H. E. Crawford to Company I, and E. J. Martin to Company K. The 45 seconds division was made up of L. W. Watson, Warren Smith and John D. Olson, respectively, of Companies L, I and M, Third Infantry, and O. A. Pavey of Company G, Twenty-first Infantry.

Then came a wait of 45 seconds before the scratch men were given the signal by Starter G. W. May. The honor markers were Jerome Siegrist, Hugh P. Andrews and W. J. Hampshire of the Philippines Division, Century Road Club of America; B. H. Jones of Company M, Third Infantry, and A. R. Howell, J. E. Lord and H. E. Hansen, all from the U. S. S. Arayat. As Hampshire promoted the event he did not wish to compete and therefore lined up only as a matter of form.

B. H. Jones, riding from scratch, made a wonderful ride, passing everybody in the race and winning first time and first place prizes. Considering the bicycle he rode Jones's time of 21:55⅕ for 8 miles was nothing short of remarkable. Jones is a big, powerful chap and an all-round athlete. He expects to return to the United States shortly, and will ride in bicycle races in this vicinity. H. P. Andrews, another scratch man, also rode splendidly and finished second, also winning second time prize. In view of the fact that Jones punctured a tire about a mile from the finish and Andrews' suffered a bad fall, their performances are all the more creditable.

There were six place and two time prizes,

the first place prize consisting of a tailor-made suit of khaki, the second a dozen photographs, the third a box of silk handkerchiefs, the fourth a box of cigars, the fifth a razor and the sixth a year's subscription to the official organ of the Century Road Club of America. A pair of shoes constituted the first time award and Andrews got a pair of silk pajamas for the second time prize.

The officials were: Judges—Dr. J. W. Strong, J. A. Hackett and E. Harrison; timers, Lieutenant Whipple, W. Farago and L. Mace; clerk of course, James Mellon; starter, G. W. May, and announcer, Chaplain H. S. Smith. The summary:

Position.	Name and Club.	Handicap, M. S.	Time, M. S.
1.	B. H. Jones.....	Scratch	21:55⅕
2.	H. P. Andrews.....	Scratch	22:07
3.	E. J. Martin.....	1:30	23:52
4.	A. R. Howell.....	Scratch	22:37⅖
5.	L. W. Waston.....	0:45	24:22
6.	O. A. Pavey.....	0:45	24:32
7.	Roy Height	2:00	24:50
8.	Jerome Siegrist ...	Scratch	25:10⅕

Denver Fans See Some Fast Work.

The largest crowd of the season was at the Tuileries track, Denver, Col., Sunday last, 17th inst., and witnessed some of the best racing of the season. The bicycle race, which went the full Marathon distance of 26 miles 385 yards, was won by W. H. Watson, who beat Edward Lee by two lengths. J. Moberly was third. Watson's time was 1 hour 11 minutes, which is excellent going for the track. Earl Armstrong, riding an Indian, won the 5 miles for single stock motorcycles, covering the distance in 6:21, finishing ahead of J. Albright, Excelsior. In the 5 miles free-for-all, Joe Wolters on a Merkel got away in the lead, with Glen Boyd, Indian, and Albright following, close together. In the last half mile Albright went to the front and neither Boyd nor Wolters could hold him. The time was 6:06⅕.

Halstead Strangely Drops from Sight.

Alfred Halstead, the California rider who made an excellent showing in his first year as a professional last season, seems to be among the missing. Halstead went abroad after the last six days race and after spending some time in England went to Paris and signed to ride a tandem paced race at the winter track. He left Paris suddenly and no one has heard from him since. Halstead was to have ridden behind pace in America this season and his mysterious disappearance has caused considerable talk in the training quarters.

Canton Motorcyclists Organize.

The Canton (Ohio) Motorcycle Club has organized with 40 members and the following officers: President, R. H. Domer; vice-president, W. H. Buchanon; secretary-treasurer, R. E. Lane; captain L. C. Nieschwitz; first lieutenant, L. C. Lehman; second lieutenant, H. Peters. The club will secure headquarters within a fortnight.

WILEY GIVES COLLINS A SURPRISE

Boston Meet Proves Lively—Kramer, Root and Lawrence Share Sprint Honors—Imported "Amateurs" Present.

Elmer L., sometimes known as "Birdleg" Collins, of Lynn, Mass., received the shock of his young life last Tuesday, 19th inst., when George Wiley, of Syracuse, N. Y., took his measure, or several measures, in fact, at the opening meet of the Revere Beach (Mass.) saucer track. Tuesday was a holiday in Massachusetts—Patriots' Day—and a crowd of about 5,000 attended the opening meet of the reconstructed track.

In the sprint races the honors were shared by Frank L. Kramer, of East Orange, N. J.; E. F. Root, of Melrose, Mass., and Percy Lawrence, of San Francisco. Both amateur events went to Phil Wright, of Salt Lake City. Wright, McCarthy and Scheller, Manager Chapman's trio of imported amateurs, competed, and it is promised they will follow the circuit this season, just as the professionals do. Just how they can do so without visible means of support and still be permitted to compete against riders who work for a living appears to be the eighth wonder of the world.

There were 20 starters in the two miles handicap, Wright, McCarthy and Connolly occupying the honor mark with Scheller on 55 yards. The going was so hard that when the final sprint came Connolly, who had sleighridden all the way, found himself with no sprint left. Wright scored in a blanket finish, with McCarthy second and William Coburn of Newark (125 yards) third.

It required three trial heats to thin out the field of professionals in the half mile handicap and the final found Kramer on scratch. Hehir was shut out in his heat. West, Stein, Anderson, Drobach, Menus Bedell, Lawrence and Connolly were in front. The handicapper was a little too generous and Kramer failed to get better than third to Percy Lawrence and Menus Bedell. The finish was of the eyelash order and the crowd was in an uproar until the announcement was made.

The professional 5 miles scratch brought out all the cash chasers, and the cash prize for the leader of the most laps made the men scramble. It went to Walter Bardgett, who worked like a trojan. Hehir had a chance to show his mettle, but he was not strong enough to whip Kramer. With less than a half mile to go Hehir found himself being given a tremendous pull by Root, and the bell lap began with Hehir in front riding strong. Then the duel began in earnest. Kramer challenged Hehir and the pair went neck and neck to the home-stretch turn, when the Antipodean blew up. Kramer won easily, with Menus Bedell second, Lawrence third.

In order to make everything equal in the paced race the men drew for positions and pacemakers. Wiley got the pole and Ruden, Collins drew second place with Turville and John Bedell started on the outside, with Schultz steering the motor. A second start was made necessary when Collins snapped a chain. The second time Collins got away first from the standing start, but was passed by Wiley in the 6th lap of the first mile. Time and again Collins attempted to pass Wiley, but the little Syracusan was too strong. Early in the race John Bedell was lapped, and it was on the 6th mile, when Wiley was trying to pass Bedell for the second time, that the Newarker showed unusual speed. Bedell fought Wiley for more than a mile and the pace was so fast that Wiley finally dropped his pace. Turville saw his chance and tried to take Collins around, but the speed was so great that Collins also dropped the roller. Wiley in the meantime regained his machine and increased his lead over Collins to a half lap, which he maintained until the gun. The summaries:

One-quarter mile scratch, amateur—First heat won by Phil Wright, Salt Lake City; second, William Grant, Lynn. Time, 0:32⅖. Second heat won by Fred McCarthy, Toronto; second, Archibald Lamontagne, Dorchester. Time, 0:32⅗. Third heat won by Chris Scheller, San Francisco; second, C. E. Farren, Chelsea. Time, 0:32⅘. Fourth heat won by Tom Connolly, Everett; second, C. Chamouras, Lynn, Time, 0:36⅖. Final heat won by Wright; second, Connolly; third, Grant; fourth, Scheller. Time, 0:32⅖.

One-half mile handicap, professional—First heat won by Frank L. Kramer, East Orange (scratch); second, Charles Stein, Brooklyn (35); third, Norman M. Anderson, Denmark (50). Time, 0:58⅘. Second heat won by Fred G. West, San Francisco (20); second, Peter Drobach, South Boston (30); third, Menus Bedell, Newark (45). Time, 0:58. Third heat won by Walter A. Bardgett, Buffalo (60); second, Percy O. Lawrence, San Francisco (60); third, Dennis Connolly, Everett (80). Time, 0:56⅖. Final heat won by Lawrence; second, Bedell; third, Kramer; fourth, West; fifth, Stein. Time, 0:56⅘.

Two miles handicap, amateur—Won by Phil Wright, Salt Lake City (scratch); second, Fred McCarthy, Toronto (scratch); third, William Coburn, Newark (125); A. Lamontagne, Dorchester (150); fifth, Arthur Connor, Lynn (115). Time, 4:39⅕.

Five miles scratch, professional—Won by Frank L. Kramer, East Orange; second, Menus Bedell, Newark; third, Percy O. Lawrence, San Francisco; fourth, Patrick Hehir, Australia; fifth, Fred G. West, San Francisco. Time, 11:07⅕. Lap prize won by Walter A. Bardgett, Buffalo.

Ten miles motorpaced, professional—Won by George Wiley, Syracuse; second, Elmer L. Collins, Lynn; third, John Bedell, Newark. Time, 15:36⅖.

RAIN FALLS ON THE LINDEN'S RUN

And the Men Who Sought Medals Earned Them—Twenty-nine Survive the Mud and Water.

Despite the unfavorable weather of Sunday last, 17th inst., the Linden Motorcycle Club of Brooklyn, N. Y., held its 150 miles spring run, and more than half of the 49 starters survived the run, the chilling wind and the slippery roads, and in time to secure medals.

The run started from Brooklyn at 8 a. m., and the riders had to finish between 5 and 7 o'clock in order to qualify for silver medals. As was the case last year, the route took the participants off the beaten track of level roads and led them through the picturesque and rolling sections of a portion of the north shore of Long Island. From Brooklyn the route was to Jericho, thence to Oyster Bay, Cold Spring, Hicksville, Massapequa and South Haven, returning via the level Merrick road to Brooklyn.

One lamentable accident marred the occasion and resulted in Frank Hocksprung, a member of the promoting club, being taken to the Nassau Hospital with a broken leg. Hocksprung was passing a cross-road near Westbury when an automobile bore down upon him. Both the chauffeur of the car and Hochsprung tried to avoid a collision, but both skidded into the roadside ditch, the car overturning and falling on Hochsprung's leg, fracturing it in two places, the automobilists escaping with minor injuries. The Linden Club, at a meeting on Monday, appropriated $50 to assist in defraying the expenses of Hochsprung's stay in the hospital.

Rain during the day made the roads, especially those which had been oiled, execrable, and there was considerable ground and lofty tumbling and several collisions. The wind was strong and penetrating also, and the rain-soaked riders, who had no waterproofs, suffered severely. The 29 who survived are as follows:

New York M. C.—J. F. McLaughlin, 7 h.p. Merkel; A. G. Chapple, 7 h.p. Merkel; Fred Voelker, 6 h.p. N. S. U.; A. H. Bartsch, 3 h.p. N. S. U.; Albert Kreuder, 4 h.p. M-M; Harry Mapp, 5 h.p. Indian. Linden M. C.—E. C. Barnhart, 4 h.p. Excelsior; John Constant, 2½ h.p. R.-S; Clarence Morgan, 5 h.p. Indian; W. Elmer Finley, 3½ h.p. Merkel; A. B. Pollock, 5 h.p. Indian; Edward Daley, 6 h.p. Merkel; Madison G. Finley, 6 h.p. N. S. N.; Jacob Frederichs, 6 h.p. Merkel; William Berman, 5 h.p. Indian; A. Moore, 3½ h.p. Merkel. Harlem M. C.—L. H. Guterman, 5 h.p. Indian; W. P. Hutschmidt, 5 h.p. Indian. Curtiss M. C.—Grover Cleveland Davis, 6 h.p. Curtiss. Long Island M. C.—A. C. Klages, 4 h.p. Excelsior. Unattached riders—William G. Bendernagel, 5 h.p. Indian; A. G. Rochow, 5 h.p. Indian; Charles E. Fraser, 5 h.p. Indian; Horace Morgan, 3½ h.p. Indian; Joseph Buckingham, 5 h.p. Harley-Davidson; S. Simpson, 4 h.p. N. S. U.; A. H. Hamblen, 5 h.p. Indian; B. J. Heurlander, Jr., 3½ h.p. Excelsior, and David R. Thompson, 5 h.p. Indian.

Motorcyclists Revisit the Herrings.

With an even 100 participants the Providence (R. I.) Motorcycle Club enjoyed its annual "Herring Run" to Taunton, Mass., Sunday last, 17th inst. Considering the threatening weather this turnout was excellent and those who were brave enough to ride to the fishways did not regret it, as B. A. Swenson and the Beauvaris brothers, the latter dealers at Taunton, provided luncheon. W. W. Scott unexpectedly produced a box of cigars, and until they all had vanished in smoke the ball game was delayed.



SOME OF THE "HERRING RUNNERS" AT TAUNTON

Here's the Dog-gone Motorcycle.

Dogs so generally are considered the legitimate enemy of the motorcyclist that it would seem odd to find the motorcycle itself turned to use in alleviating the sufferings of the canine race, possible even following their injury while flying in the face of Fate sitting astride the flying steed of steel. Nevertheless, such is the outcome of some unnamed Briton's humanitarian—or possibly commercial—instincts, and a dog ambulance, motorcycle propelled, is a familiar sight in the West End of London. It is in trailer form, and resembles nothing so much as the conventional "dog house" mounted on two wheeled gear with a trailing attachment. Besides being provided with a coupling device which is intended to prevent overturning when corners are taken at injudicious speeds, the interior of the "passenger" compartment is generously padded, while its spring suspension is such as to prevent the least unpleasant vibration from affecting the ailing "muts" which are being conveyed from their homes to the hospitals which are conducted for their exclusive treatment.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

GALVIN MEETS HIS EXPECTATIONS

American Makes His Debut in Paris and Does Not Surprise Himself—Pitted Against Three Flyers.

J. Frank Galvin, the American pacefollower, made his initial bow to the Parisian public at the opening of the Velodrome Buffalo in that city Sunday, April 10th, and although he did not do very well, he fared exactly as he expected.

In a letter to the Bicycling World, posted the day before the race, Galvin stated that he had arrived in Paris too late to secure a competent pacemaker, as all the cracks had signed for the season. At that time he had not had a single work-out behind pace, having to content himself with training on a sprint bicycle. Under the circumstances he didn't expect to finish better than last—and there is exactly where he did finish.

The race in which Galvin made his debut was styled the "Golden Wheel" and was run in heats of 15 kilometres each. In the first "go" Galvin was matched against Parent. The American had difficulty with his pace, and Parent won by three laps. In the second heat Seres defeated Darragon by 150 yards, but the latter scored in the third by trouncing Parent.

Galvin's next appearance was in the fourth heat, against Seres, and for the second time a defeat was chalked against the New Yorker. He received another goose-egg in the next bout against Darragon, Seres finishing ahead of Parent in the sixth and final heat. The classification was: 1, Seres, 3 points; 2, Darragon, 4 points; 3, Parent, 5 points; 4, Galvin, 6 points.

Henri Mayer, the eccentric German, captured the sprint race. He defeated Devoisseux by a half length, Dupuy finishing third and Bader fourth.

The German Cycling Federation has decided that its members, in order to qualify for gold medals or scarf pins, must cover at least 173 and 309 kilometers in 6 and 12 hour events, respectively. These distances work out at 107½ and 192 miles.

"NERVADA" HAS A "CHAMPEEN"

As a "Motoirist" He is Ready to Humble Salt Lake's Stars—His Amusing Letter to Heagren.

For some time Harry W. Heagren, who manages the Salt Palace saucer track at Salt Lake City, has been laboring under the delusion that Whittler, Lawson and Samuelson are about as expert professional motorcyclists as ever have competed in Utah, and naturally the local papers have been mentioning the fact. Now it appears that the motorcyclists who have been foisted as champions are not champions at all. The real champion of champions is Art Wise of McGill, Nev. His own word is sufficient to prove it.

Despite the fact that he is a world's champion, Wise offers to go to the Salt Lake track and compete for nothing, merely to show up the dubs whom Heagren has been espousing, and perhaps, incidentally, to look at the young ladies in the grandstand as he whirls around the track. It appears that Wise has Heagren in a fix, and the only thing left for the Salt Lake manager to do is to discharge his present field of motorcycle racers and sign up the Nevada wonder for the season. Whittler, Lawson and Samuelson had been engaged for the season, but they may seek other jobs.

The letter from Wise, the "Nervada champeen," with its original orthography and punctuation, follows:

"McGill nervada April 8th, Mr Harry Heagren, Manager of the Bicycle Course, Salt Lake Utah—Dear Sir: I see by the Copper Ore that you claim to have the champeen motoirist. You have got your nerve is the best I can say for you, how on earth can that fellow say hes the champeen when their are other men all through the west as good as I am and I feel just as sure that I can beat him as I am that the sun shines on Nervada there are three or for fellows here that has just as much nerve as he has and thats all their is in motor racing I am riding an Auto-Bi with one cylinder and I just fixed it up so it will run as fast as any man wants to stay on I am training every night onit now I ride from here to duck creek thats ten miles in less than half an hour and their is no swell board track neither where you dont have to watch nothing but the girls in the grandstand the roads are hell to ride on and when you puncture a tire what then my proposition to you is if you will send me twenty five dollars one meal ticket and pay my room rent for one week at the Bellmonte hotel or the Angelus hotel or some other first class hotel I will show you what I can do if I get half a chance tell them other guys not to get sore because I do not want their jobs I just want to show them they aint their you could not pay enough to ride all season because I got several head of stock here and they needs my divided attention only I just want to show you what I say is true Let me hear from the first time you have time.

"Address me as follers so my wife don't get ahold of the letter.

"Yours truly, ART WISE."

Put Oil on the Troubling Waters.

Many of the motorcyclists who took part in the Linden run on Sunday last, and who experienced ignition troubles, owe thanks to Fred Voelker of the N. S. U. Motor Co., who played the good Samaritan and, with the aid of a handy oil can—which, by the way, were surprisingly scarce on this particular occasion—sent the unfortunates on their way rejoicing. In the driving rain which fell it was not long before sufficient moisture gathered on the secondary terminals of the uncovered magnetos to cause short circuits and skipping. Voelker along with the others was troubled in this way, but he soon cured it by liberally dosing the affected parts with oil, which caused the water to shed itself and presto—the skipping ceased instantly. The genial little German was not a bit selfish in sharing his secret with others, and many of those who were aided were loud in voicing their appreciation.



Rendering the Start More Easy.

Hard starting, which is a bugaboo on many machines, either because of a weak spark, poor compression or too low a float level, will be rendered much easier if the throttle be opened from one quarter to half way. This causes a stronger suction on the spray nozzle and draws into the cylinder a much larger charge, which naturally will ignite more quickly than a small one. After the engine commences to fire the throttle should be closed immediately to prevent "racing," which is one of the worst abuses to which an engine can be subjected.

EMERGENCY REPAIR A "CORKER"

Toepel, the Veteran, Shows a Novice What Ingenuity Can Accomplish—Replacing a Lost Magneto Carbon.

Michel Angelo Toepel, the one-armed New Yorker, who dates back to Year 1 of motorcycling and who long ago acquired his D. M. degree, a few days since gave another of the many illustrations of the ready ingenuity which qualifies him as a "doctor," and of the helpfulness that has endeared him to all who are liable to appreciate the "right sort." It happened during the course of a club run, and both the trouble and the remedy were considerably out of the usual order.

"We had just finished dinner and were preparing to start back," says Toepel in relating the story, "and some of the boys were warming up their machines on the stands. One of them who had a twin gave the pedals a few kicks and was surprised to find only one cylinder firing, as the machine had been all right when he left it before dinner. Looking down he found that someone had removed one of the magneto carbon brushes and holder, and also the secondary cable, and had left another and longer cable in its place.

"Well, of course, no one had any spare brushes or holders, except, possibly, the scamp who made away with the missing ones, and he was unknown. The owner of the machine couldn't possibly see any way out of the trouble but to ride home on one cylinder, and when I suggested making a temporary brush and holder he looked at me blankly, and asked how it could be done. 'That's easy,' I said, and, having a plan already laid out, started to look around for the necessary articles. The machines were standing in a shed in the rear of the hotel, and in one corner of it I spied a box of empty bottles. Just the thing! I thought, and going over to the barrel I picked up a medicine bottle and removed the cork, which was about the same size as a carbon holder.

"Then I called for some copper wire and tape and had all the material I needed. I ran the wire through the centre of the cork and wrapped the exposed wire at the small end of the cork with tape to prevent the current leaking across to the base. Then I bent a small U on the end of the wire and pushed the cork into the hole, small end first, so that the U end rested against the slip ring. All that remained was to form a hook on the outer end of the wire, attach the secondary cable to it and start the machine. It came home without a skip."

It is safe to say that nine out of ten motorcyclists who were confronted with such a problem would throw up their hands in despair, but how easily it may be solved with the aid of a little ingenuity the foregoing illustration serves to show.

BICYCLE IN A BELASCO DRAMA

Famous Producer Tells Why He Uses It—"Christiane" is a Cyclist in Real Life, as Well.

In these days of automobiles and airships it is rather unusual to see a bicycle playing an important role on the stage of the legitimate drama. As a rule, the sphere of the bicycle in theatrics consists in its utilization as a vehicle for trick riders of the music hall variety to disport themselves before an audience at so much per week.



HOW "CHRISTIANE" MAKES HER ENTREE IN "THE LILY"

Its appearance in a play, "The Lily," running in New York City, is therefore in the nature of a surprise, particularly as David Belasco is presenting the play, which is a drama of contemporary life adapted from the French. It is in the first act of "The Lily" that the bicycle is employed.

To the novitiate, let it be explained that David Belasco is probably without a peer in the art of stage craft and scenic exactitude. If the action of a play demands a certain setting, David Belasco ransacks the world's marts until he finds exactly what he wants, no matter if it is a threshing machine, a table with certain carving, or a piece of cloth of unusual texture. This, merely to make clear Mr. Belasco's exactitude for minute detail in all the "properties" of his productions.

In the first act of "The Lily" the scene shows the garden of "Georges Arnaud," an artist, who is loved by "Christiane de Maigny," the younger daughter of a count. She is in the habit of meeting the artist clandestinely and in the first act makes her entrance riding on a bicycle. The bicycle is in evidence throughout the progress of the first act, and frequently is referred to.

After gaining audience with Mr. Belasco, a Bicycling World man asked him pointblank:

"Why do you employ a bicycle for 'Christiane's' (Miss Julia Dean's) entrance? Why not a horse or an automobile, or why not have her prosaically walk into the garden?"

"I can answer your question very easily," replied the celebrated producer. "As you perhaps know, I am a realist, and the true portrayal of real life upon the stage demands exactness in detail. In the first place the country house of 'Arnaud' is a little distance from the 'Chateau de Maigny,' so it is not probable that 'Christiane' would walk to meet her lover. As her family is not wealthy a motor car is out of the question. As 'Christiane' is a healthy, vigorous girl, full of the buoyancy of youth, it is the most natural thing in the world to suppose that cycling would constitute one of her chief enjoyments."

And it is true! Later, the seeker for knowledge learned that Miss Julia Dean, the actress who enacts the role of "Christiane" in the play, is a cyclist in real life as well as upon the stage. In fact, the bicycle she uses at the Stuyvesant Theatre is her personal property and upon it, every fair day, she takes a morning constitutional in Central Park.

Cross-Continental Reaches Oklahoma.

V. E. Davis, the San Francisco motorcyclist who is leisurely crossing the continent via the southern route, was reported in Guthrie, Okla., on the 11th inst. No mention is made of his clubmate, who started with him.

GLOBE GIRDLER MOVING WEST

In Dutch Costume, Rodriguez Startles Grand Rapids on His Motorcycle Pilgrimage—His Itinerary.

Gottfried Rodriguez, the Dutchman who is making his way around the world, picking up his expense money as he goes along, has bobbed up in Grand Rapids, Mich. Rodriquez was last heard from in Brockton, Mass., where he borrowed a motorcycle to make his way across the American continent, and which he will continue to ride across Japan and Siberia.

As has been detailed in the Bicycling World, Rodriguez is making his poverty trip in the interests of a newspaper in Amsterdam, Holland, and according to the agreement between himself and employers he must circle the globe in 3½ years, using any means of conveyance except steam railroads.

He left Amsterdam February 1, 1909, and spent some time working his way through Europe to Naples, where he embarked on a steamer for Boston. It was after leaving Boston and while in Brockton that he became the possessor of a motorcycle.

Rodriquez told a Grand Rapids reporter that he liked the United States, but that "the roads need fixing." He stated that the people had been very kind to him since he began his trip in America. As he speaks English, French, German and Dutch, Ridriquez is experiencing no linguistic difficulties.

He will remain in Grand Rapids several days and then leave for Chicago, thence proceeding west to Omaha, Salt Lake City and San Francisco, where he will embark for Japan, after crossing which he will take another steamer to Vladivostok and cross Siberia, following the line of the Trans-Siberian railroad.

As Rodriquez dresses in native Dutch costume, even to the characteristic huge wooden shoes, it follows that he creates a great deal of attention wherever he goes. He is making his expenses by lecturing en route.

Motorcycles as Bowling Prizes.

Novel bowling contests are going on simultaneously in two New York cities this week, and in each instance a motorcycle is the prize. The rules regulating each are essentially the same. Any person who wishes to do so may bowl once on each of five alleys, using a 6-inch ball, which tends to make the contest more even between the expert and less adept bowlers. A small fee per trial is charged, and any person may have as many trials as he wishes, the person making the highest score at the end of three weeks winning the motorcycle. In case two or more are tied at the finish they will roll off the tie. One contest is taking place at Elmira, the other at Utica.

From The Four Winds

Riders in McKinley, Pa., have formed a bicycle club. It starts off with a membership of 40.

If there is anything in a name, a young amateur rider in Lyon, France, should be able to set a scorching pace in the races he enters. He rejoices in the patronym "Devil," his first name being Emile.

Motorcycles will play an important part in the floral parade of the Chicago Automobile Trade Association, to be held in the Windy City May 7. The Chicago Motorcycle Club has been asked to act as marshals and assist in keeping the cars in line.

Although the army long has made use of bicycles, the Japanese postal authorities have just realized their utility and are employing bicycle messengers to facilitate the delivery of special letters. The service was inaugurated in all the larger towns April 1st.

The Bay View Wheelmen of Newark will usher in the season to-morrow (Sunday) with a run to Fueurbach, N. J, Among the attractions are a ball game between the bicycle riders and pedestrians of the club, and a five miles handicap for members only.

A motorcyclist at Lutterworth, England, who was arrested for scorching, gave as an excuse that his tires rapidly were becoming deflated and that he was hurrying to a garage when arrested. His excuse, though novel, availed him nothing and cost him a fine of $25.

A two days' motorcycle meet will be held at the Hawthorne race track, Chicago, Ill., on Sunday and Monday, May 29 and 30, under the auspices of the North Shore Motorcycle Club and with the assistance of the Chicago Motorcycle Club. The meet has been sanctioned by the F. A. M.

Mrs. M. Gordon was run down and perhaps fatally injured by a motorcycle while alighting from a street car in Pueblo Col., Tuesday night, 12th inst. After hitting the woman the motorcyclist cowardly attempted to escape, and when several passersby tried to stop him he put on speed and disappeared.

It was perhaps fortunate for some riders that it rained in the vicinity Sunday last, 17th inst. Some bicycle races had been scheduled in connection with an athletic meet at the Clifton (N. J.) Stadium, but the rain probably prevented several riders from being suspended, as the meet had not been sanctioned.

Harold David's brief career as a bicycle "trader" came to an abrupt ending on Wednesday, 20th inst., when he was arrested, charged with having stolen a bicycle from Alfred Rachlin, of Newark. The police recovered the bicycle from William Kolb, 17 years old, who said he purchased it from young Davids for $2.50.

A Perth (Eng.) bicycle dealer has utilized a dog as a "sandwich" to attract attention to his business. A white-haired terrier sits all day in front of the door, a card from the collar bearing the following: "Dear Friends, I am dumb, but our cycles speak for themselves. Bow-wow-wow!" It is supposed to be clever advertising.

While training at the Nildenau track, Leipzig, on Tuesday, April 12th, Marcel Berthet, the young French pace following crack, suffered an ugly fall. Berthet had detached himself from the pacing machine when he rubbed against the outside railing and fell heavily, sustaining concussion of the brain; his condition is said to be serious.

Fred M. Sanborn heads the mileage "fiends" of the Crescent Bicycle Club, of Baltimore, Md., for the first three months ending April 1. The others in order are: F. S. Plitt, Fred E. Mommer, Thomas S. Taylor, Carroll Pearce, John W. Trost, Thomas W. Baker, Edward Leary, Horace P. Coffin, Edward Leary, Jr., and Andrew Miller. Since the first of the year 3,516 miles have been reported by the members.

The building of a saucer track in Providence, R. I., has stimulated interest among the riders of that city, and as a result the little Rhody Cycle Club was organized last week, with an initial membership of twenty. Alvin C. Loftes was chosen president; Eric Carlson, secretary; Charles Lewis, treasurer; Henry Johnson, captain, and Gordon Koener, lieutenant. The club will hold its first run tomorrow (Sunday), the destination being Narragansett Pier. There are a number of crack riders in the club, and they expect to make a good showing on the eight lap track.

Iver Often, who has made it a habit to live up to his surname, so far as visits to the police station of Superior, Wis., in custody of an officer are concerned, again has fallen upon evil ways. Usually Often is often in for often indulging in intoxicants, but this time he appeared in the guise of an itinerant bicycle merchant. When he was found on the street offering a perfectly good bicycle for $2.99, Captain Olson took him to headquarters. The police are sure that Often did not own the bicycle, for he was never sober enough to ride it. He is held pending an investigaton.

The officiary of the Auto-Cycle Union of Great Britain appears rather heavily endowed with titles. At the annual general meeting held in London the president and vice-presidents were unanimously re-elected, as follows: President, H.S.H. Prince Francis of Teck, K.C.V.O., D.S.O.; vice-presidents, the Hon. Arthur Stanley, M.V.O., M.P., the Marquis de Mouzilly St. Mars, Professor C. V. Boys, F.R.S., H. L. Callender, F.R.S., E. Dangerfield, S. F. Edge, Mervyn O'Gorman, Colonel H. C. L. Holden, R.A., F.R.S., Mr. G. F. Sharp, Dr. H. S. Hele-Shaw, F.R.S., Robert Todd and A. J. Wilson.

The police of the Kingsbridge (N. Y.) Station were startled one night last week when a young man on a bicycle suddenly rode up the front steps, through the door into the assembly room and, colliding with a table, was rendered unconscious. When he recovered consciousness he told the police he was Antonio Mucciacio, of 263 Albany road, and that he had lost control of his bicycle while descending the Perot street hill, which ends directly in front of the station. Dr. Grossman took Mucciacio to Fordham Hospital. His condition is not serious.

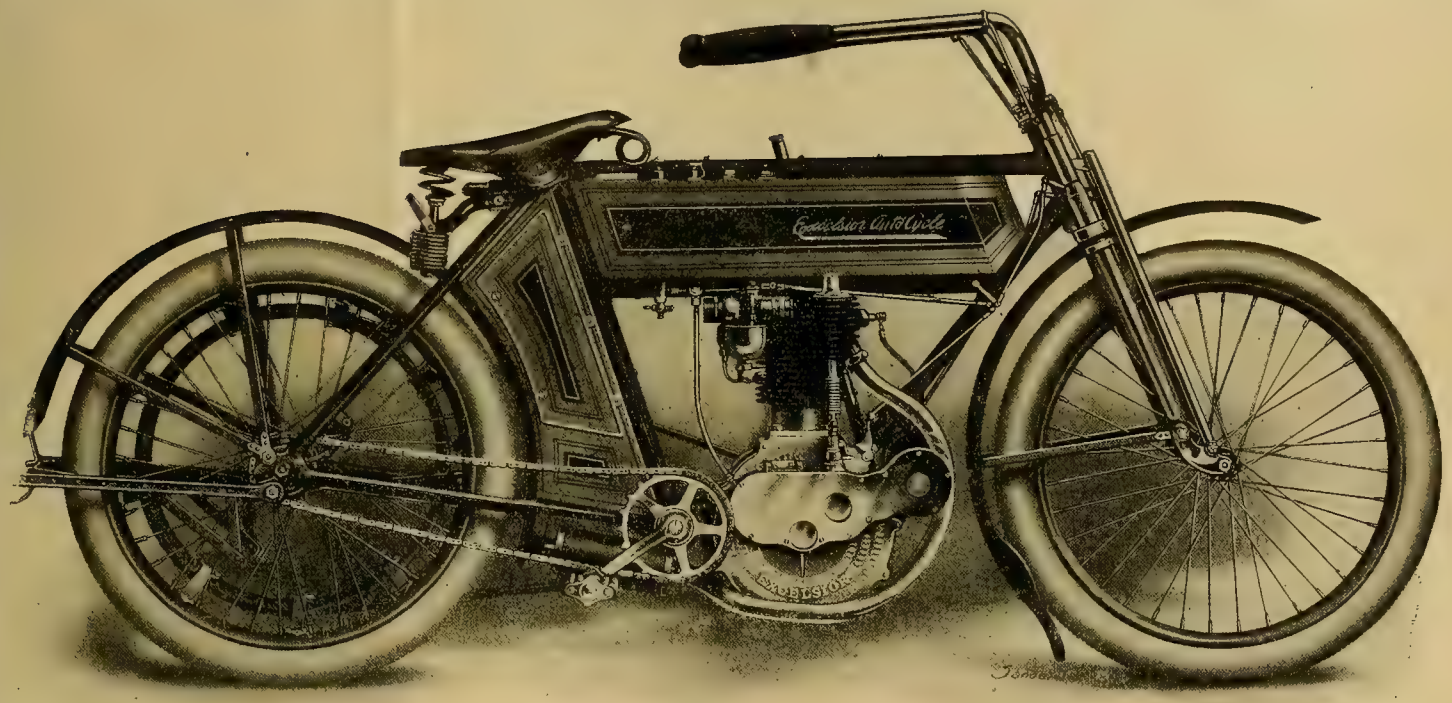
A new use for motorcycle policemen has been found by the Board of Health of Greater New York. Elmhurst residents have for a few days past been terrorized by the attacks of dogs supposed to have been bitten by other dogs afflicted with rabies, and an appeal was made to the Board of Health. Motorcycle policemen were dispatched to Elmhurst, Newton and Corona with orders to shoot any stray dogs that attempted to escape the official dog catchers of the S. P. C. A., and as a result 20 were dispatched to dog heaven one day last week. Altogether more than 100 have been sent to the canine happy hunting grounds.

Traffic on Fifth avenue, New York City, from Eighteenth to Twenty-third streets, was blocked for nearly a half hour Monday afternoon last week when a motorcycle ridden by Murray Pilter, of 255 West 143d street, caught fire. Pilter was on his way downtown when a spark ignited the gasolene in his carburetter. A policeman saw the blaze and shouted to the rider, but he evidently did not hear and continued down town. A few seconds later there was an explosion and Pilter landed on the sidewalk. No one had the temerity to approach the burning motorcycle and it remained in the middle of the street until the blaze spent itself. Then Pilter gathered up the remains and traffic was resumed.

A 50 miles wind and a flurry of rain did not dampen the ardor of the Empire City Wheelmen of Brooklyn, N. Y., Sunday last, 17th inst., the weekly "cork" race being held as usual, 19 riders starting. There was a special prize for any team of two riders that could jump the field three miles before the finish and win by half a mile. This seemingly impossible stunt was accomplished by Franklin Fisher and Hugh R. Brown, the indoor crack, who came home three-quarters of a mile ahead. The time for the 12 miles was 29:14. The Empire City Wheelmen now are looking for the scalp of Walter Raleigh. They claim that whenever Raleigh wins the cork he fails to show up the following Sunday to defend the "prize."

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Concerning Magneto Short Circuits.

Unlike a battery which is a reservoir or holder of surplus electrical energy to be distributed as needed, the magneto is an electrical generator which induces current only when it is in motion. Therefore timid souls who from ripe experiences with batteries running down either through short circuits or remaining long unused, may have similar fears regarding magnetos may take heart. The only parts of a magneto which can be affected by disuse are the magnets, which in time lose their strength, but usually they retain their energy for several years, so that there is not much cause for worry on this score. Magneto short circuits, as a rule, as with battery ignition, are only temporary and usually are caused by moisture on the terminals or circuit breaker and easily are remedied.

How to Restore Enamel's Lustre.

Enamel which has become dulled and lustreless can have its departed coat of gloss restored by the application of the following solution, which easily is prepared: Melt half an ounce of beeswax in a pan over a fire, and when dissolved remove pan from vicinity of fire and pour half a gill of turpentine on the molten wax, stirring well while pouring, and then set whole to cool. When cool rub mixture on enamel thoroughly with a piece of flannel and polish with a soft cloth. This polish will give to the enamel a lasting gloss, which will make it appear like new. Nickel can be kept bright by the use of a good metal paste or polish.

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would not now be supplying almost all the motorcycle manufacturers with rims if it were not for the fact that they have conclusively proven to be entirely satisfactory.

For the benefit of the trade in general we are carrying in our Chicago and New York warehouses a large stock of assorted sizes for immediate delivery.

American Stepney Co.
GOODRICH BLDG. NEW YORK

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The largest ever published

If you own a motorcycle send in your name today and begin to save money on supplies, like thousands of others are doing. Ask for $$ saving catalog A.

Motorcycle Equipment Co.
Hammondsport, N. Y.

Who would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



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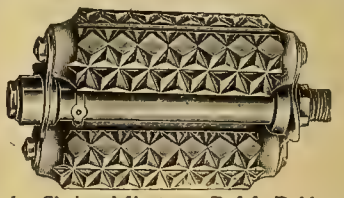
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The Star Ball Retainer Co.
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany



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We Make a Specialty of High-Grade Sprockets for the Cycle Trade
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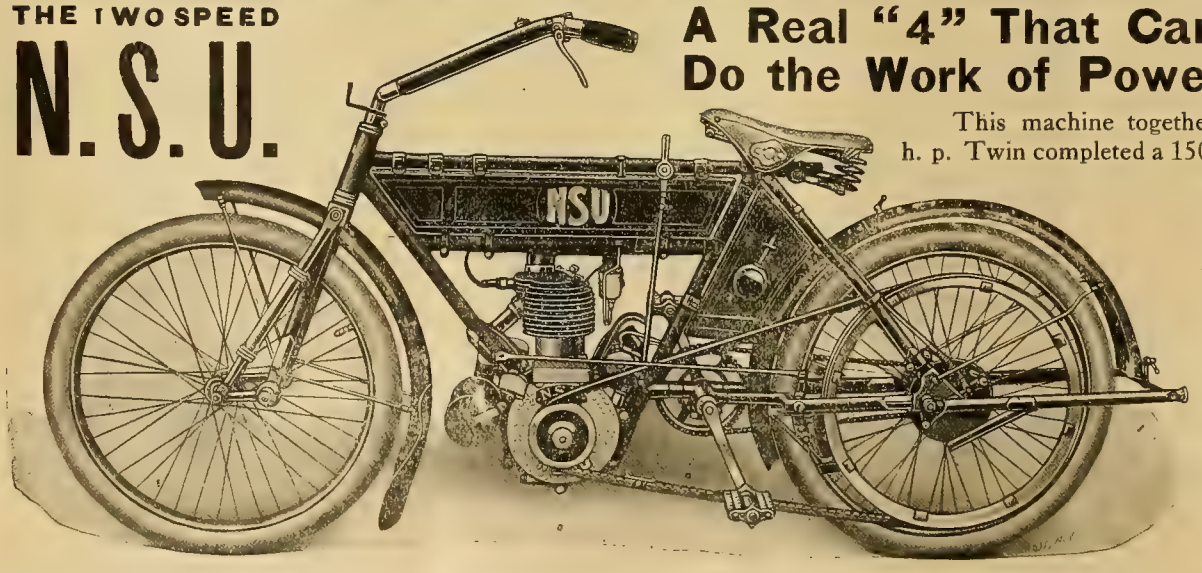
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Whether for bicycles or motorcycles they always are in demand, and not to carry a stock of them is to lose business. Duckworth Chains are the standard.
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SPRINGFIELD, MASS.

THE TWO SPEED
N.S.U.



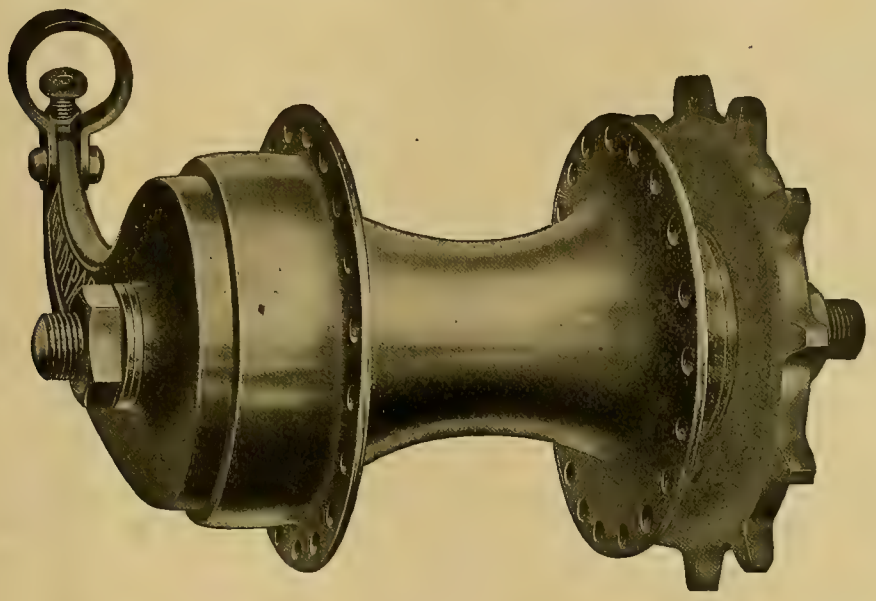
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It is the ideal equipment because it completely eliminates brake troubles motorcyclists have experienced.

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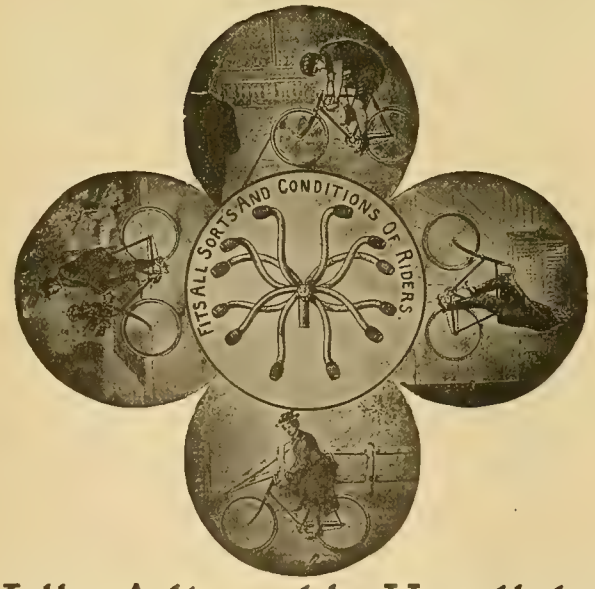
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Supplied with either flat or conical end. The one cylinder, four lead Pittsfield Coil sells for $8.00, and the two cylinder, five lead Pittsfield Coil sells for $9.00.

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FISK Quality inner tube, friction and tread stock. Has unusual durability and strength with a high degree of resiliency. Extra heavy corrugated tread. For rough road use.

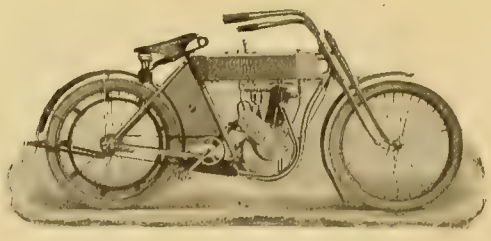
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to show the stuff of which it was made. Despite the rain and mud, it

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to use a popular expression. It's built to do that sort of thing.

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who ride bicycles or motorcycles



PERSONS CHAMPION MOTOR SEAT
LENGTH 13 WIDTH 12½ DIVIDED THROUGHOUT TO STRADDLE FRAME. PATENT COMPOUND SPRINGS NO FRICTION. SIDE SWAY OR SQUEAKING. AVOID IMITATIONS

THE SADDLE QUESTION is A PERSONAL MATTER



Their personal comfort is at stake, not for a few moments but for a whole season or for several seasons. They, therefore, should exercise discrimination and not accept "any old saddle" that is offered them. They are entitled to Persons saddles and should insist on getting them. There is not an uncomfortable one in the Persons line. Investigate for yourself.

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No Spills Through Defective Lamp Equipment

The rider whose machine is equipped with the Solar Lamp and Generator knows that the road ahead will always show up clear and bright. Ruts, obstacles, curves—all will be illuminated so as to make night riding as safe as a daylight spin.

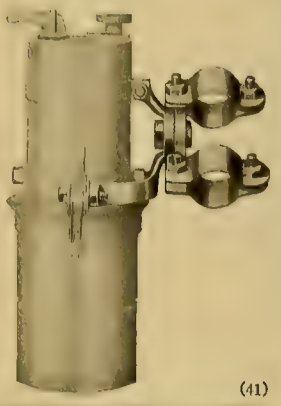
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represent twelve years of successful experience.

They are made by the largest concern in the world.

They are made **right,** with the highest grade of workmanship and material.

Ask a rider who uses them, and get our free descriptive catalog.



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Kenosha, Wis. New York City

(41)

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If you compare these prices with the factory quotation and examine the quality, you will say they are a bargain.

There are 4,000 in this lot, the largest purchase ever made of Motorcycle Cases. We cleaned out the stock of the M. & W. factory when they changed the style of lettering on their moulds for 1910. They are stamped "Second" near the bead, and while not guaranteed, every one is practically perfect.

SINGLE CLINCH — MOULDED TYPE

Priced Each Size	Regular Weight Basket Weave	"Tourist" Heavy Basket Weave	"Bailey" Trend
26x2¼	$5.00	$5.50	$5.50
26x2½	5.25	5.75	....
28x2	5.00	5.50	....
28x2¼	5.25	5.75	5.75
28x2½	5.50	6.00	6.00

DOUBLE CLINCH — MOULDED TYPE

Priced Each Size	Corrugated or Basket Weave	"Tourist" Heavy Basket Weave	"Bailey" Trend
26x2¼	$5.25	$5.75	$5.75
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28x2	5.25	5.75	....
28x2¼	5.50	6.00	6.00
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The above are offered subject to prior sale and an early purchase, is suggested. Please be very careful to specify "Second" and state whether you want "Single" or "Double" Clinch and give first and second choice of style of tread.

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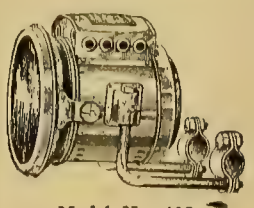
15 and 17 Warren St., Near Broadway, NEW YORK





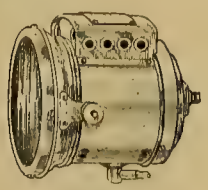
Model No. 10, with Brackets 11, 12 and 13.

THIS Searchlight and Generator with Brackets shown FIT EVERY MOTOR-CYCLE



Model No. 102, with Bracket No. 14¾.

A wonderful, an impossible thing, you say. Well it seemed so to us, but we are able to guarantee it.



Model No. 101, for Flat Bracket.

Write us, ask for "more" about this leading light.

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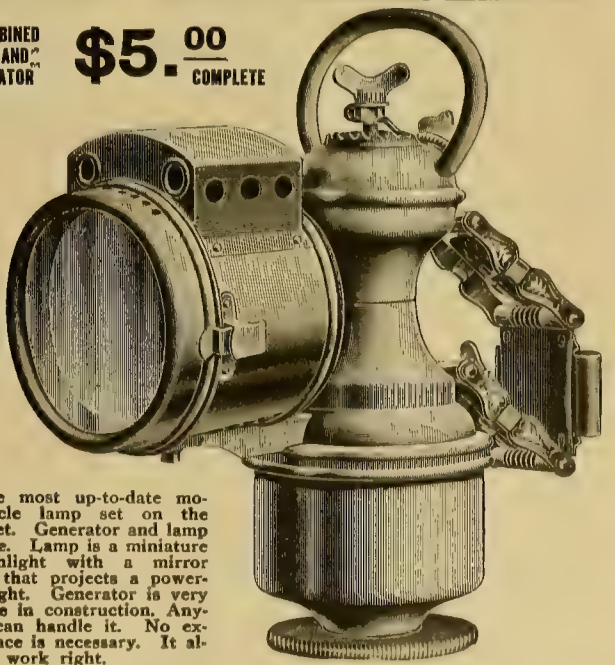


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A COMBINED LAMP AND GENERATOR

$5.00 COMPLETE



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Lamp and generator are finished in nickel. Complete outfit weighs only 22 ounces. Generator is 7½ inches high. Lamp is 3 inches in diameter. Socket on lamp will fit any bracket. When ordering ask for No. 88.

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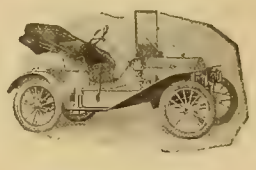
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Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.
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Did you get yours?
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HIGH GRADE
wheels must have the best equipments
There is nothing that gives more value for the money than the use of the
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NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING
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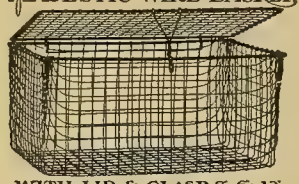
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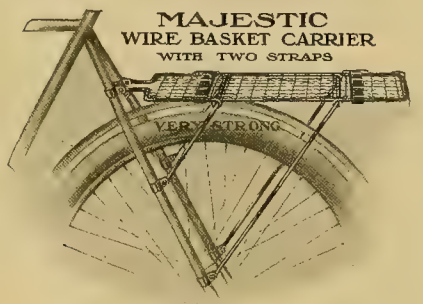
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with its truss frame, spring fork, solid forged fork crown, sells easily and always pleases.

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Manufacturers of Iver Johnson Revolvers ("Hammer the Hammer" and Single Barrel Shotguns).
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Guaranteed for Five Years
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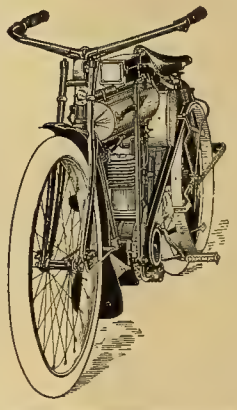
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You will find they are equipped with the
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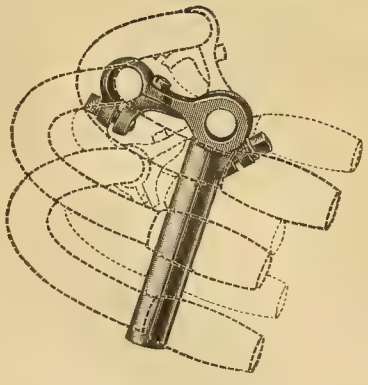
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877



MAY 4 1910

Annual Spring Number

New York, N.Y.
April 30th 1910.

Hartford TIRES

TRADE MARK REG. U.S. PAT. OFFICE

(To distinguish our product and guard our reputation we established the Winged Wheel Trade Mark, which is your guarantee of genuine high quality Hartford Tires.)

Each year in putting out our well known brands of No. 80, No. 77 and No. 70, as well as our other grades, we strive to not only equal but surpass the millions of these tires which we have heretofore manufactured.

Speed, resiliency and strength make the successful tire. The tire that rides as if on velvet.

It could not ride "as if on velvet" unless the very purest rubber were incorporated in it. That is costly, but the finest Para is the only rubber for the purpose—compounded just enough to lose none of its speed and bouncing qualities.

Since the hey-day of bicycling the unusual Hartford qualities have made Hartford Tires the popular tire everywhere. That they still are the most in demand, after a decade or more of years, but attests to their superior fitness for the work required of them.

The constant demand and general use throughout the whole world (for their reputation is not merely national but international) prove conclusively that our efforts have not been in vain.

There are many grades below the standard of Hartfords but not any above them.

MR. DEALER—Be sure you have Hartford Tires in stock to meet the demand for this famous product.

THE HARTFORD RUBBER WORKS COMPANY

Hartford, Conn., U. S. A.

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"Pretty Good" Tires never were good enough

to bear the Kokomo brand.

KOKOMO TIRES

whether for bicycles or motorcycles, always have been the very best tires it is possible to produce. And everyone familiar with the subject will tell you that their quality during all these years has been so consistent as to be remarkable. The Kokomo formula was right at the beginning and we never have trifled with it. For even the best rubber and the best fabric will not insure a good tire unless the "compound"—the formula—is exactly right. Specify Kokomo tires and be happy!









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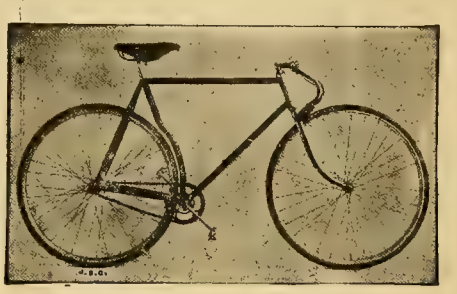
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Snappy and Fast



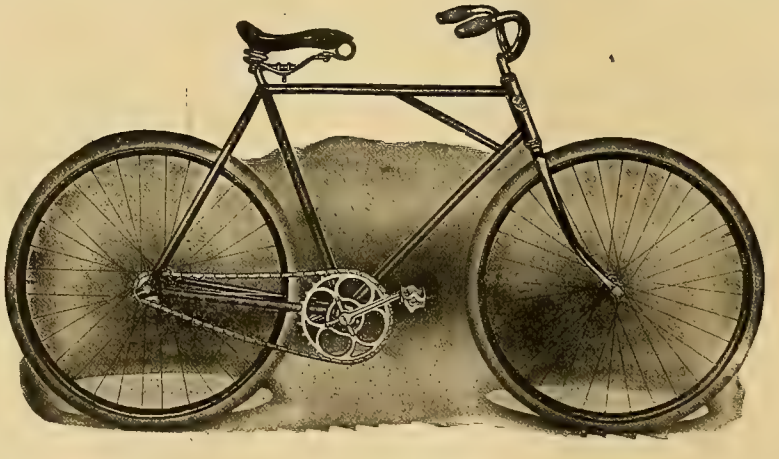
THE only bicycle in the world built for SPRINT RACING on small board tracks.

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Too well-known to say more than that their quality lives up to their reputation and that they are even better than ever.



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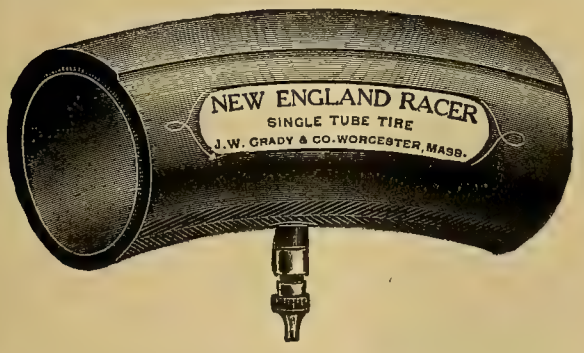




We Know What to Buy and How to Buy It

OUR customers get the benefit. Our stock of bicycle sundries, and everything pertaining to bicycling, is not only by far the most complete in New England but it is constantly receiving fresh additions which we are able to offer at attractive prices.

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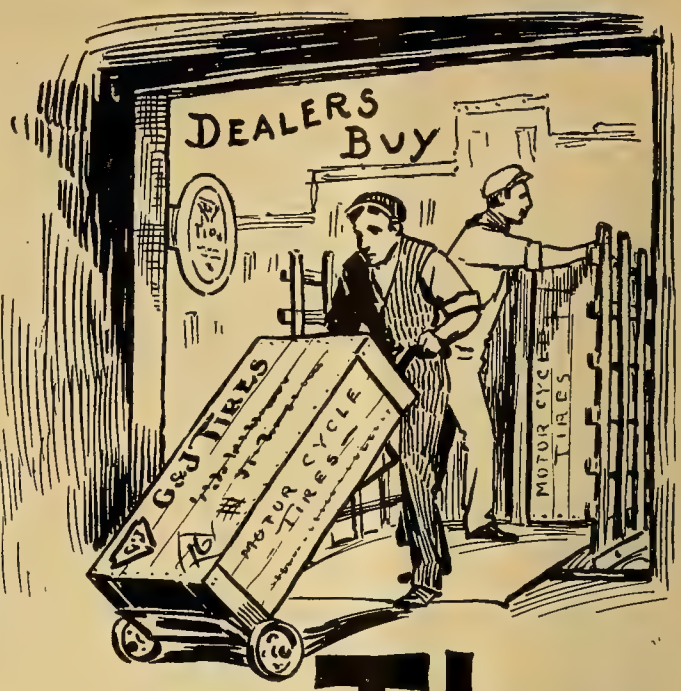


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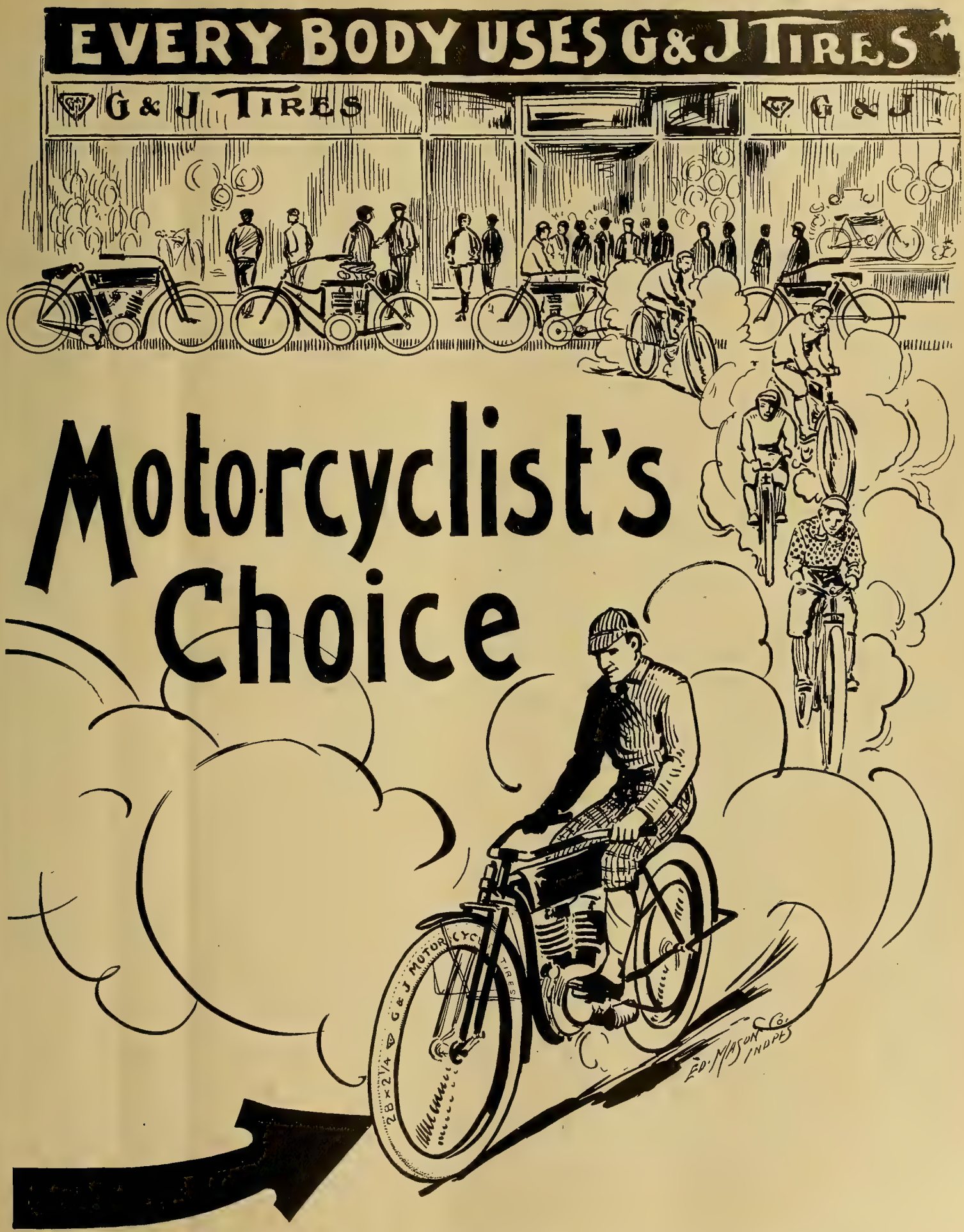
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Motorcyclist's Choice
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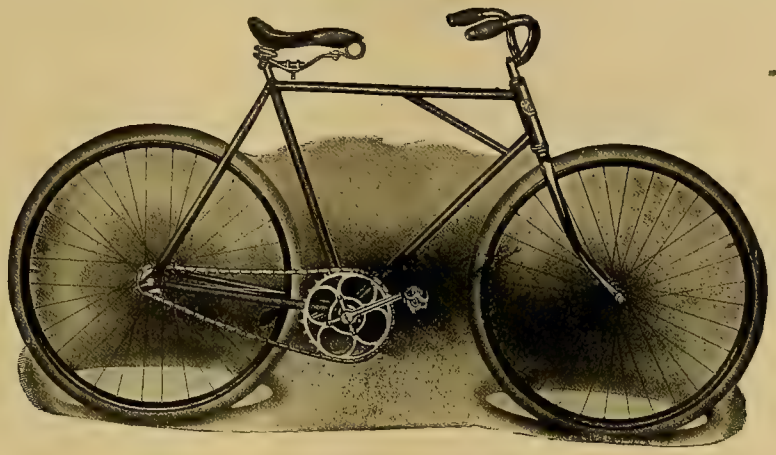
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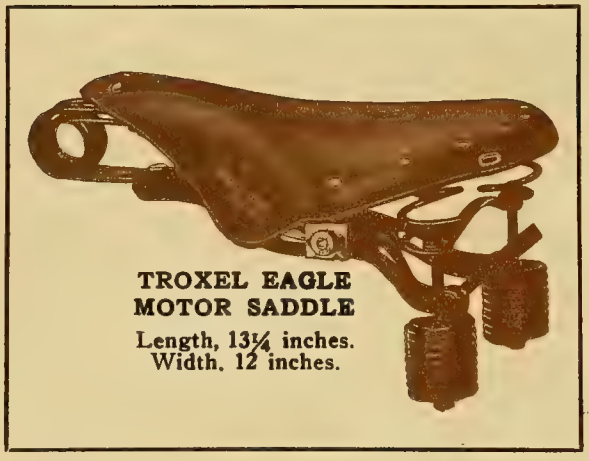
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TROXEL SADDLES



TROXEL EAGLE MOTOR SADDLE
Length, 13¼ inches.
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EAGLE CLIMAX BICYCLE SADDLE
Length, 12 inches.
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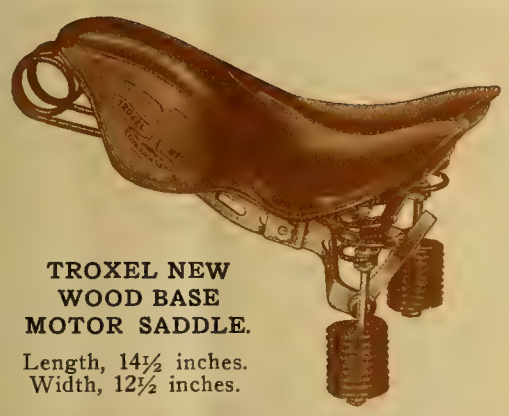
You cannot afford to use any other saddles if you can get these. Be sure the saddles you purchase are made by

TROXEL and you will have THE BEST

Troxel Wood Base Motor and Bicycle Saddles

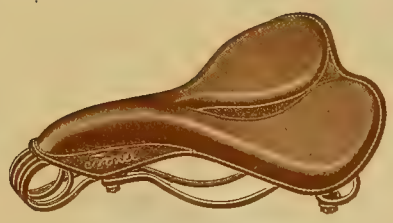
are the Finest in the Land. Try them and be convinced that they are

THE QUALITY MAKE



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Length, 14½ inches.
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They Add Such a Finish to Your Mount



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Motorcycle
Bicycle Single Tube
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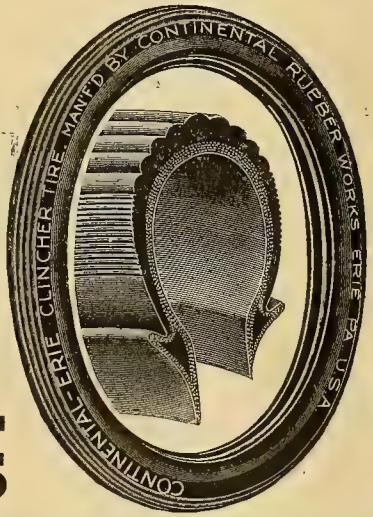




TUBES

Motorcycle
and Bicycle







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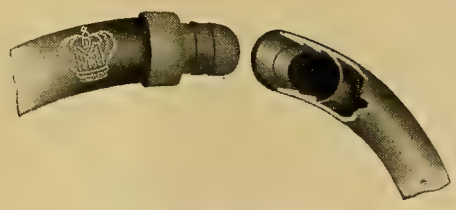
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CORRUGATED TREAD.



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BUTT END TUBE,
Allows of repair without removing wheel.

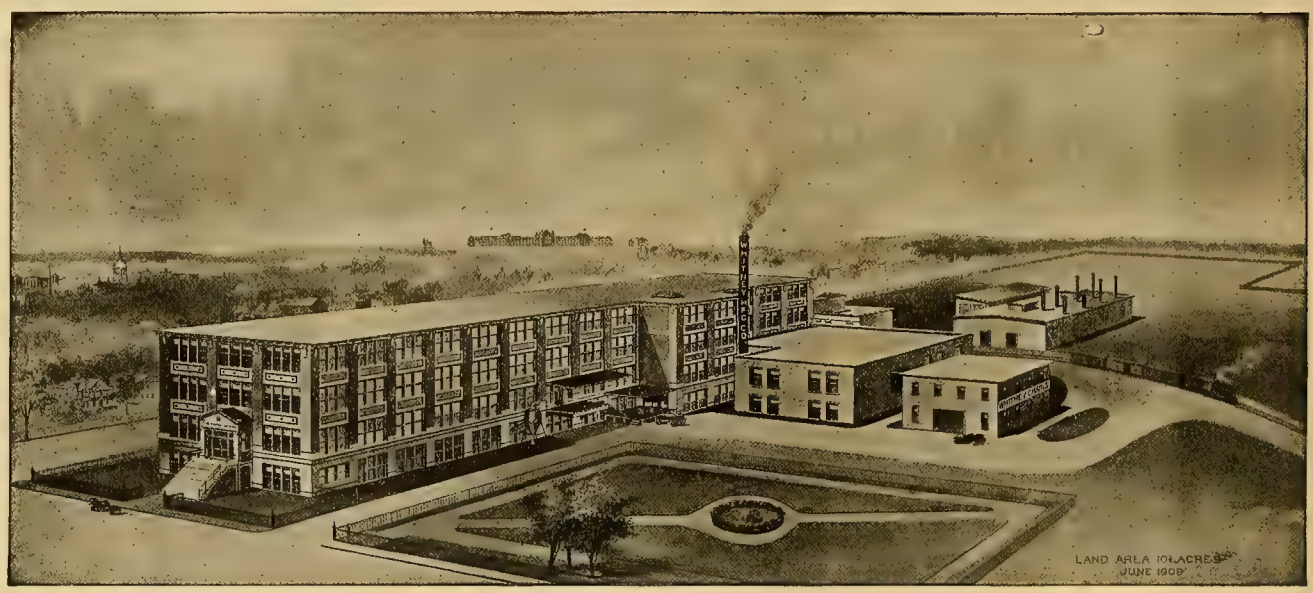
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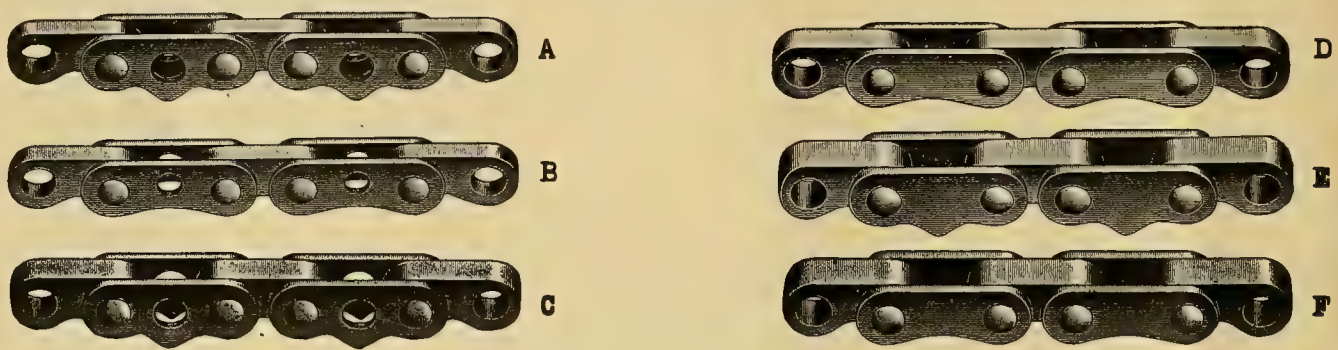
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"Whitney" Chains are made in one of the most modern of American fire-proof factories.



If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.

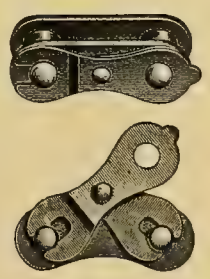
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Naturally Every Jobber and Dealer Builds His Stock Around Goods of STANDARD Quality

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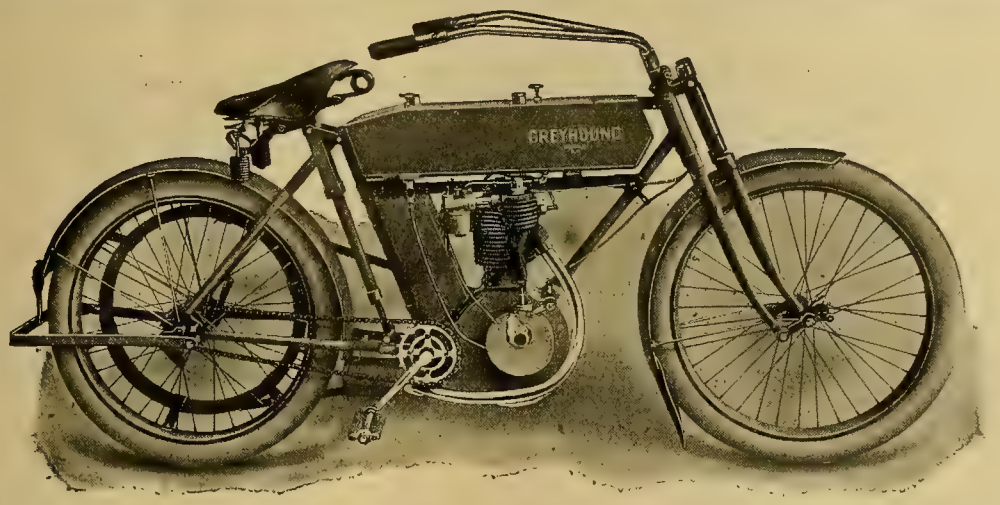


Pedals
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KNOWN EVERYWHERE—SOLD EVERYWHERE

The Quality Standard of All
Good Bicycles and Motorcycles

THE STANDARD COMPANY, Torrington, Conn.



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Find out about it.

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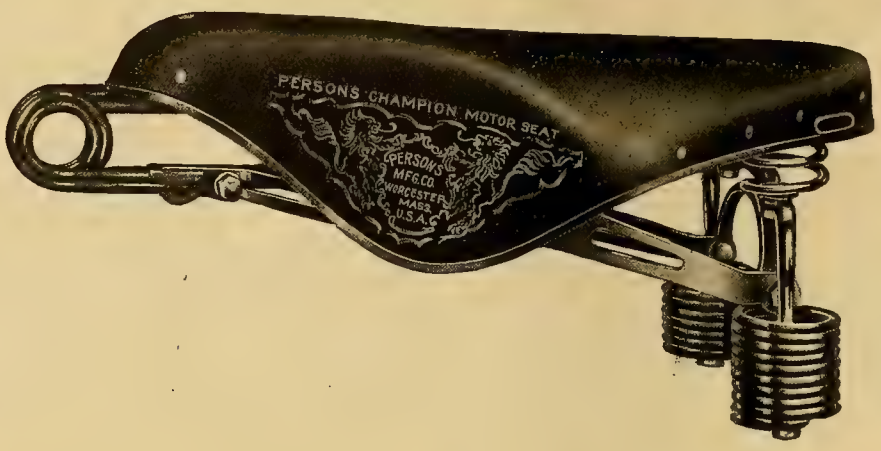
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CALIFORNIA—Geo. E. Hengerer, San Gabriel, Cal.

TO ALL PERSONS

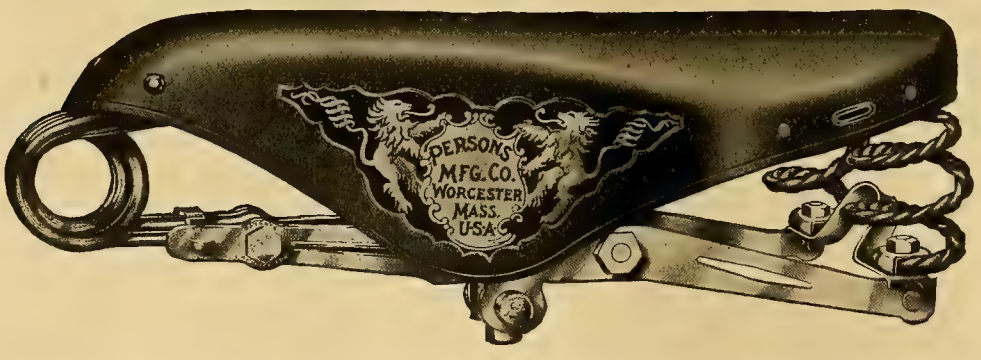
who ride bicycles or motorcycles



THE SADDLE QUESTION is A PERSONAL MATTER

Their personal comfort is at stake, not for a few moments but for a whole season or for several seasons. They, therefore, should exercise discrimination and not accept "any old saddle" that is offered them. They are entitled to Persons saddles and should insist on getting them. There is not an uncomfortable one in the Persons line. The chief reason why all bicycles are not fitted with

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is due to the fact that they cost a little more than the imitations and "justasgoods." If you are sufficiently in his confidence, almost any man in the business will tell you so. While most of them know that

The Sweetness of Low Price

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The Bitterness of Poor Quality

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PERSONS MFG. CO., Worcester, Mass.

The Product of More Than One Thousand Trained Minds is Incorporated in

THE INDIAN

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Every Indian model is the reflection of this incomparable store-house of knowledge. The sheer weight of our organization, facilities, experience and resources place the Indian head and shoulders above all competition. It was the first successful motocycle—they'll all tell you that—and its continued and unbroken and undisputable leadership simply goes to prove that the way to command success, is to deserve it.

In Everything That Goes to Make a Motocycle Desirable, The Indian Excels.

The proof is overwhelming. In economy of operation, touring reliability, racing and road records, the history of the sport is an unbroken story of Indian superiority.

Back of The Indian is The Great Indian Institution.

Behind every Indian is the biggest company of its kind in the world, whose growth is founded on its protection and care of Indian dealers and Indian users.

With representation everywhere, including London, England, which supplies the British colonies, unequalled channels of distribution, interchangeability of parts, and every convenience for the expeditious transaction of business, the Indian agency is an asset, and the possession of an Indian machine a guarantee of the fullest measure of motocycling satisfaction.

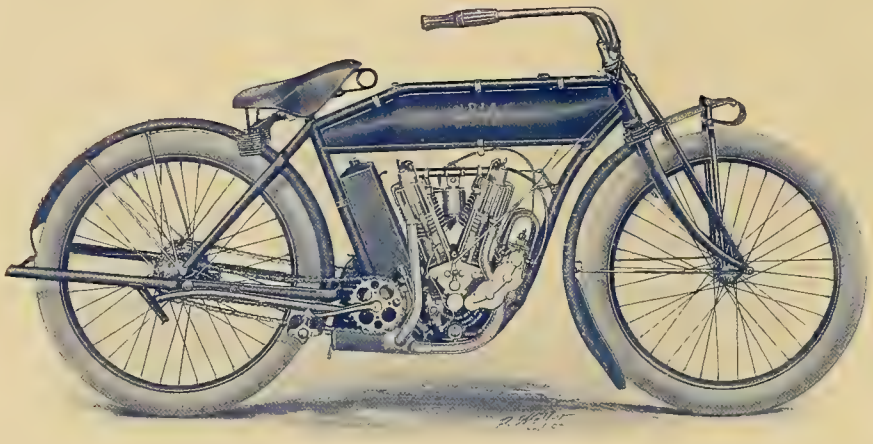
In the following pages are shown illustrations of the various Indian models, together with photographs of our two principal branches.

THE HENDEE MANUFACTURING CO.

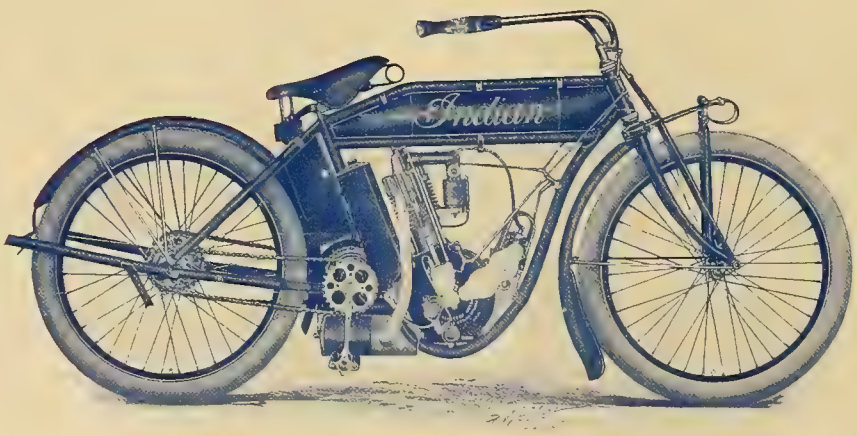
Springfield, Mass.

A Combination of All Things Make One Thing Possible— the Matchless Superiority of

INDIANS



5 H. P.—38.61 Cubic Inches
Twin Cylinder
Indian Patented Chain Drive



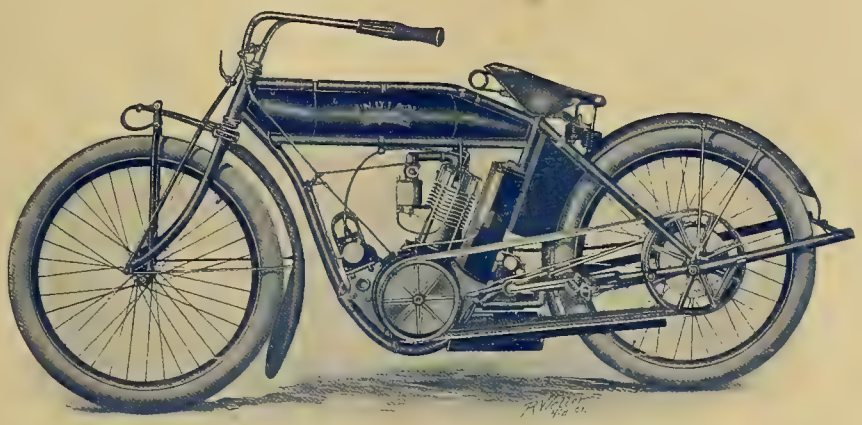
4 H. P.—30.46 Cubic Inches
Single Cylinder
Indian Roller Chain Drive

WINNERS

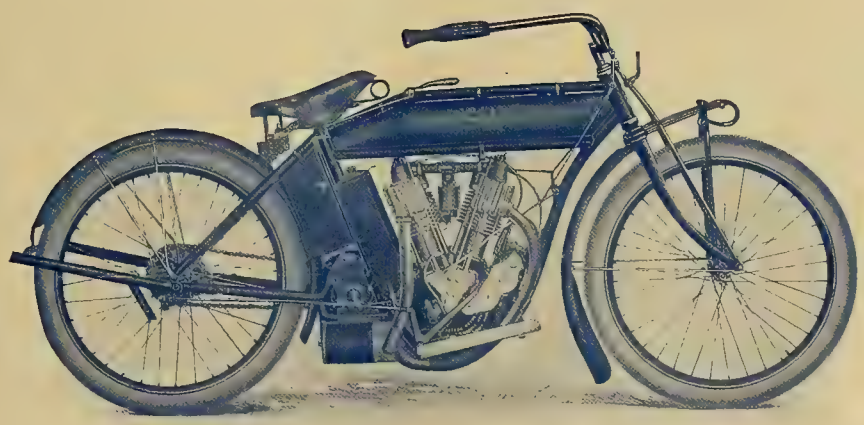
Types and Prices Vary But Quality Is Ever the Same

THE INDIAN

INDIANS



4 H. P.—30.46 Cubic Inches
Single Cylinder
Belt Drive with Patented Reduction Gear



7 H. P.—92 Cubic Inches
Twin Cylinder
Two-Speed and Free Engine Gear

LEADERS

Made Good, The Indians Always Make Good

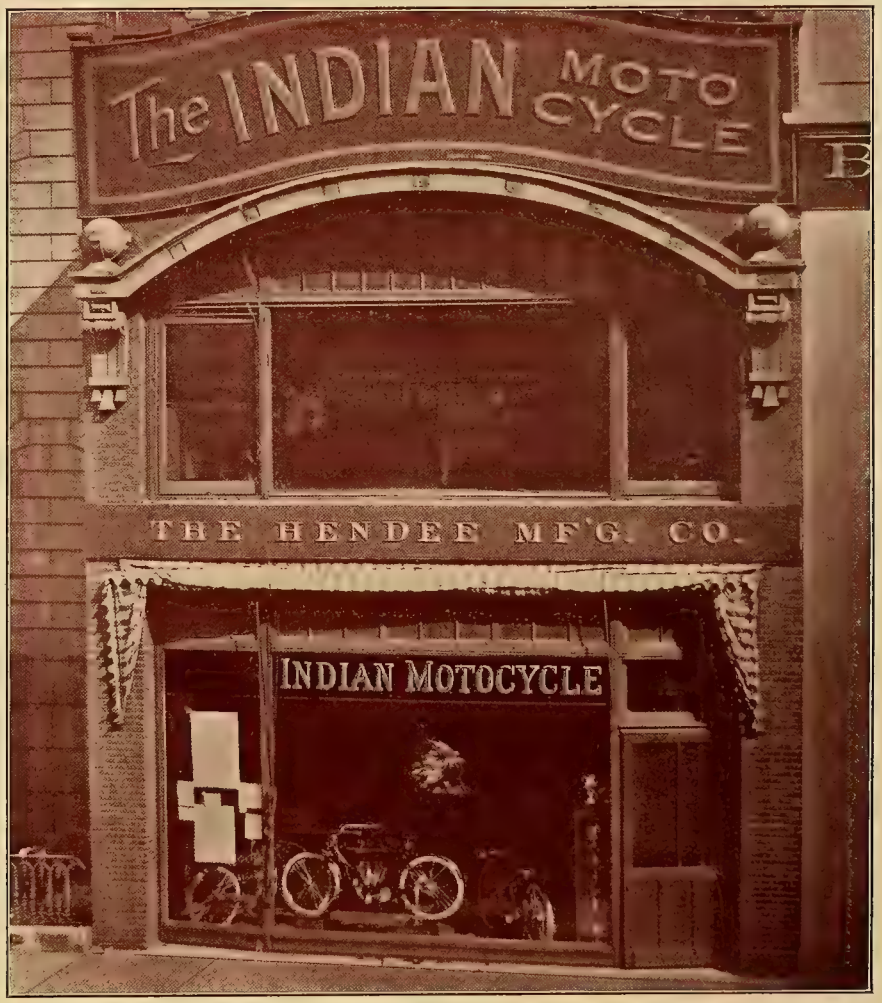
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LONDON HOME OF THE INDIAN



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CHICAGO HOME OF THE INDIAN



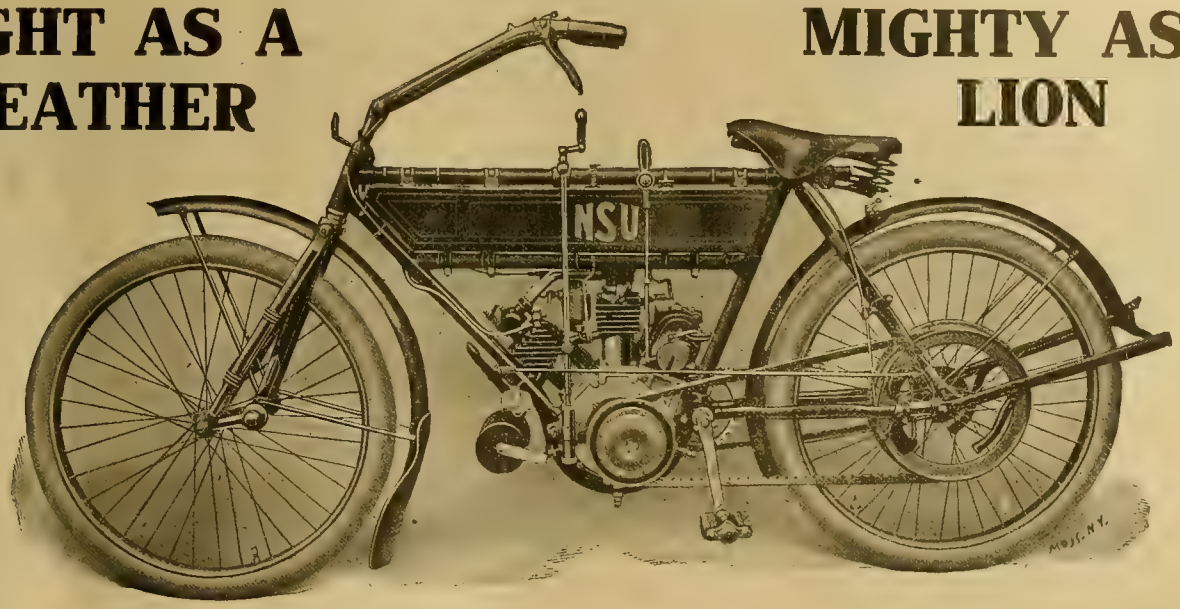
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MIGHTY AS A LION



IF you intend to motorcycle and wish to get every ounce of comfort and enjoyment out of your machine, choose the

N. S. U. 3 H.P. Twin Roadster

IF you have motorcycled, and found excessive weight, hard starting, noise and vibration not to your liking, try the

N. S. U. 3 H.P. Twin Roadster

IT represents a most beautiful machine, with every common drawback eliminated. Its design is correct and simple, it is easily controlled—with throttle closed you purr along unconcernedly at 6 miles per hour—with a touch of the thumb you bound along the level swift as a deer, taking the grades, steep or slight, without laboring or slowing.

IT has in competitions of every nature proven the equal of cumbersome twins three times larger. It will speed up to 50 miles per hour; its hill climbing abilities are phenominal; as a tourer it cannot be equalled for it will not fatigue the rider on account of its light weight (125 pounds fully equipped.) Could you ask for more? Write us for full particulars concerning this "MIGHTY ATOM."

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150 miles—2 test hills—Average speed 19 miles per hour

1st Award Linden Motorcycle 150 Mile Trial

6 hours of pouring rain—40 mile headwind

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N. S. U. MOTOR CO., 206 West 76th St., New York City

Members M. M. A.



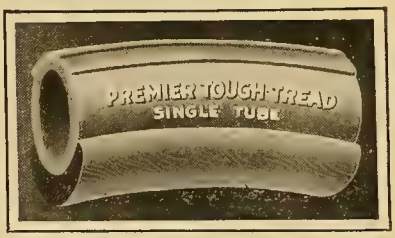
FISK NO. 66 EXTRA HEAVY EXPORT TIRE is an unusually high grade road tire, combining exceptional durability and strength with a high degree of resiliency. It is made with an extra heavy corrugated tread. There is no better tire manufactured for general road use and we recommend it wherever hard usage is to be anticipated.



FISK NO. 88-H ROAD TIRE is a Thread Fabric tire, with the tread thickened by a high grade rubber, that is suitable for road work but fast and especially resilient.



FISK NO. 66 ROAD TIRE is a high grade road tire similar in construction to the No. 66 Extra Heavy except that it is somewhat lighter weight, both in case and tube, and has the regular plain tread. This is a deservedly popular type which has been adopted as standard equipment for a number of the better grade bicycles.



FISK PREMIER TOUGH TREAD ROAD TIRE is a medium priced tire designed for hard service. It has three layers of close woven fabric and an extra raised tread, a combination making the tire practically puncture proof.

FISK Quality

IN the Fisk factory there has ever been the single aim to build tires of unequalled quality of whatever grade, and the years of experience have brought us a success in this respect that is recognized everywhere by bicycle riders and dealers. Fisk Bicycle Tires are of "Fisk Quality" in construction. The inner tubes, though made integral with the casing, are made by a laminating process, several plies of pure rubber being rolled one over the other to exclude all possible weakness. The casings are made by Fisk methods that combine resiliency and strength which insure comfort to the rider, easy running, and long wear.

Every Repair Man

should have our Repair Shop Book, giving prices and instructions in connection with our Vulcanizing Outfits and Repair Stocks.

THE FISK RUBBER COMPANY
Dept. E Chicopee Falls, Mass.

BRANCHES

East

Boston, 239 Columbus Ave.
Springfield, Mass., 135 Bridge St.
New York, 1725 Broadway
Philadelphia, 258 No. Broad St.
Buffalo, 718 Main St.

Middle West and South

Cleveland, 1942 Euclid Ave.
Detroit, 262 Jefferson Ave.
Chicago, 1440 Michigan Blvd.
St. Louis, 3917 Olive St.

Canadian Selling Agents: The Rubber Tire Wheel Co., Montreal, Toronto, Winnipeg.

FISK Quality

THE same scrupulous care and skill bestowed upon the manufacture of FISK Bicycle Tires are devoted to supplying Sundries and Repairs of the highest grade procurable. At each of our Branches, listed below, will be found a complete stock of Bicycle Tire Sundries; also a well-equipped Repair Department employing workmen who were trained at the FISK factory. If a repair is necessary, for your pleasure and convenience the repair should be as perfect as possible.

FILL OUT THIS COUPON AND MAIL

THE FISK RUBBER CO.
Dept. E, Chicopee Falls, Mass.

Please send me your latest catalog illustrating and describing FISK BICYCLE TIRES.

*Name*_____

*Address*_____

*City and State*_____

THE FISK RUBBER COMPANY
Dept. E Chicopee Falls, Mass.

BRANCHES

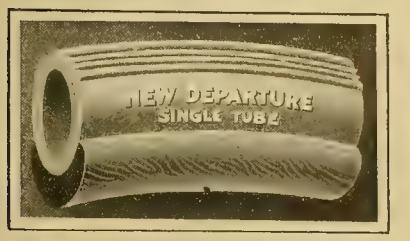
Middle West and South

Minneapolis, 820 Hennepin Ave.
St. Paul, 162 West Sixth St.
Kansas City, Mo., 1604 Grand Ave.
Atlanta, 103 No. Pryor St.

West

Denver, 1534 Glenarm St.
Seattle, 910-14 East Pike St.
Los Angeles, 722 So. Olive St.
San Francisco, 418 Golden Gate Ave.

Canadian Selling Agents: The Rubber Tire Wheel Co., Montreal, Toronto, Winnipeg.



FISK NEW DEPARTURE ROAD TIRE and FISK PREMIER ROAD TIRE are identical except in style of tread, the New Departure having a special corrugated tread while the Premier has a raised one. They are of close woven fabric and represent standard quality; nothing better can be made at their price. They have been selected as



regular equipment for many of the best known medium priced bicycles. Wherever these tires are once used they are strongly advocated.



FISK MASSASOIT ROAD TIRE and FISK VICTOR ROAD TIRE are also of the same construction but the Massasoit has the plain tread while the Victor is corrugated. Formerly these were made without our name and sold unguaranteed. They have given such splendid service we have decided to sell them under our own brand and under the terms of



our regular guarantee. Nowhere else can be found the same quality at the same price; in fact these tires compare favorably with many of other makes selling at considerably higher prices.

POPE BICYCLES

SPECIAL BICYCLES—NEW FEATURES

The Pope Season of 1910 is conspicuous for the many New Features introduced this year for the first time, and Special Bicycles designed for particular uses. These specially designed machines have tremendously stimulated business for the dealer by opening up new avenues of trade.



THE POPE DAILY SERVICE.
Price, $40.00

The Pope Daily Service

For Letter Carriers, Policemen, Telegraph and Telephone Linemen, Firemen, Quick Delivery Service and especially for the man who rides to and from work

As the name implies, the Pope "Daily Service" is a bicycle **specially designed throughout** for everyday hard, practical service, and is the outcome of an extensive demand during the past three years for a bicycle possessing greater strength and durability than the ordinary machine. It will stand up day in and day out, giving satisfaction with the minimum of attention. Practically every part is of special strength and design. No other bicycle has met with such instant success with either rider or dealer.

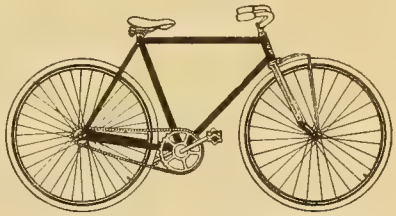


THE POPE MESSENGER SPECIAL.
Price, with Coaster Brake, $35.00.

The Pope Messenger Service

Has $\frac{7}{8}$ inch Main Frame Tubes, and Outside Joints

A distinctly new bicycle for 1910, clean cut, strong and natty looking, and sold at a moderate price. Specially designed for **Messengers,** the "younger element" and road riders who want a snappy bicycle with special features. Sold within the means of almost everyone and the best bicycle for the purpose, as well as the newest, of the 1910 models.



POPE THREE-PLATE NICKELED SPRING FORK.

The Pope Spring Fork

An Important and Successful Pope Feature of 1910

The Pope Spring Fork is conspicuous among the strong selling features which have had such a marked effect in increasing our business this season. Riders have discovered that this is a spring fork in effect as well as in name—that a bicycle so equipped rides delightfully easy over pavement and uneven roads. Its effectiveness in absorbing vibration is surprising. The construction is strong with large head cups and cones of special strength.

COLUMBIA DAILY SERVICE RAMBLER MESSENGER SPECIAL

THE POPE MANUFACTURING CO.

HARTFORD, CONNECTICUT.

POPE BICYCLES

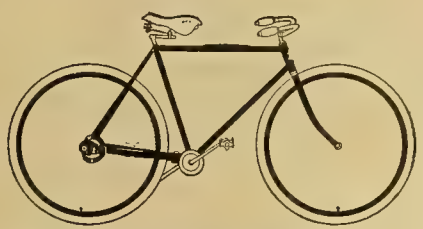
BICYCLES FOR EVERY KIND OF SERVICE

The Pope Lines include machines specially designed for every kind of service. They offer the widest range of prices, the greatest number of distinctive designs, and the best and most complete variety of equipments.

The Pope Chainless

Smooth Running, Silent, Absolutely Satisfactory Highest Type of Bicycle---The Finest Equipment

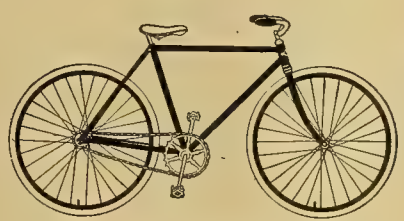
Pope Chainless Bicycles are for the riders who demand the very best bicycle that can be made—who are willing to pay a little higher first price for a machine that possesses perfect running qualities, that requires the least attention and costs next to nothing for upkeep. Those who ride for the love of the recreation will find no other bicycle so absolutely satisfactory in all respects. The Chainless is always ready for instant use. The bevel gears do not break, clog or entangle the clothing. There is no waste of energy, no backlash, straining or stretching of chain. There is no play or lost motion. Rain, mud or dust cannot affect the protected gears. These gears are forged from high carbon steel and improve with use.



THE POPE CHAINLESS, $75.00.
With Cushion Frame, Two-Speed Gear, Spring Fork and Coaster Brake, $100.00.

Fay Juvenile Bicycles

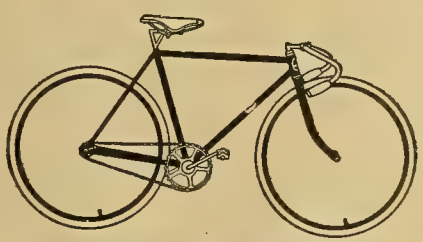
Fay Juveniles are without question the best known and the standard boys' and girls' bicycles of this country. We believe it may fairly be said that there are annually sold more Fay bicycles than all other juveniles combined. The Fay, in all essential features, is a reproduction of the high-grade adults' bicycle. All parts having been expressly designed for the juvenile sizes are in correct proportion, resulting in machines as graceful in construction and appearance and as handsomely finished as those made for men and women. They are made with 20 in., 24 in. and 26 in. wheels for both boys and girls. A handsome catalogue containing full details will be sent on request.



FAY JUVENILE.

The Pope Racer

No racing bicycles have been so generally successful as the Columbia and Tribune machines of our make. They are built on lines laid down by the most experienced and victorious racing men of this country and have the majority of the important records to their credit. The Pope Racer is a bicycle designed from the ground up for **racing** purposes—not merely an ordinary roadster with lighter equipment. The 1910 models are greatly improved over models of other years and represent the highest point of perfection in bicycles for this purpose.



THE POPE RACER, $50.00.

CLEVELAND TRIBUNE CRESCENT IMPERIAL FAY JUVENILE MONARCH

THE POPE MANUFACTURING CO.

HARTFORD, CONNECTICUT.

3000 Bicycle Tires

are being turned out every day by the Diamond Rubber Company to meet the ever-growing demand of the bicycling public.

More bicycle tires will be made and sold this year by the Diamond Rubber Company than ever before in its history.

This shows not only a revival in bicycling but a recognition of the superior merit and service-giving qualities of the

Diamond
BICYCLE TIRE

Made for every use. Booklet on request.

THE DIAMOND RUBBER CO., Akron, Ohio

Also Users Know

Diamond

Motorcycle Tires

Los Angeles, Cal., Dec. 10, 1909.

Diamond Rubber Co., Los Angeles, Cal.

Gentlemen:--I take pleasure in voluntarily telling you of the satisfaction I am having with the use of your new motorcycle tire. For some five months past I have used a "DIAMOND" tire on the rear wheel of my six horse power N. S. U. motorcycle, which, by the way, is one of the very heaviest and fastest touring machines made.



During most of the entire time I have carried an extra person on tandem attachment over this tire. The distance so far is over 2,500 miles. The raised tread shows little wear, and it seems as though it might take double this mileage to even wear the tread smooth. It matters not how hard the tire is blown up; it has great resiliency and rides very easy. I have never had it lose traction or skid at any time. There have been no punctures, it being tough enough to apparently resist being punctured.

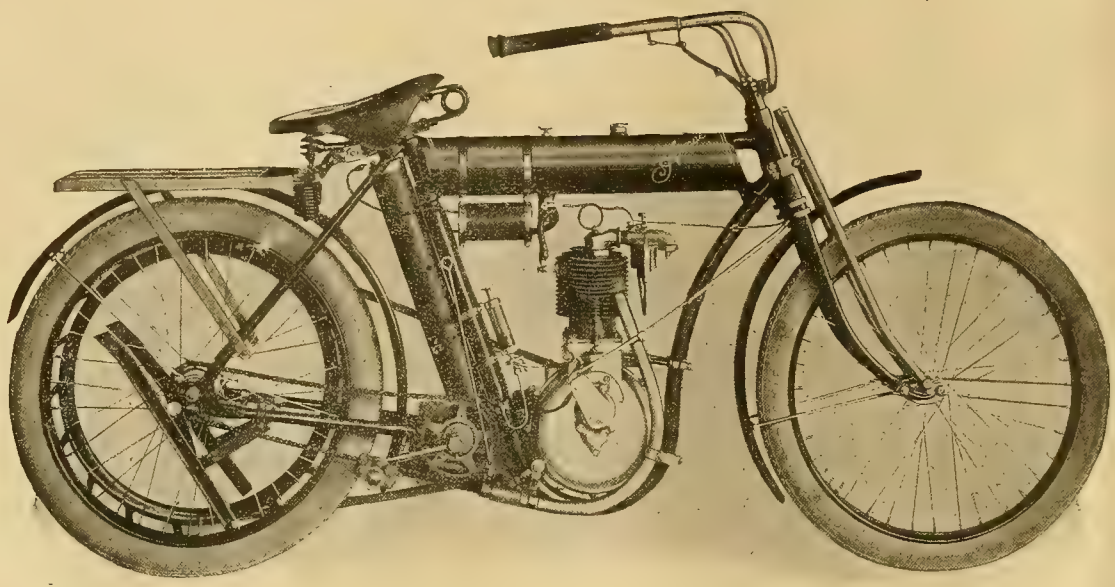
Comparing all my past experience of five years riding different makes of tires, I certainly can say that the new "DIAMOND" motorcycle tire is certainly a wonderful production, and greatly improves the pleasure of motorcycling. Yours very truly,

S. L. LYON.

THE DIAMOND RUBBER CO., Akron, Ohio

Armac

1911 Model 4½ H. P., $225.00



THE ARMAC IS AGAIN TO THE FRONT

We are the first out with our 1911 Model, 4½ H. P. machine We call this our 1911 machine for the reason that it is a year ahead of anything on the market.

Our factory, under the capable management of Mr. Eli H. Doud, formerly manager of the Acorn Brass Works, and one of the best known manufacturers in Chicago, has made wonderful improvements in our plant and equipment and is now prepared to turn out the very best work. Mr. Doud has gotten together a corps of the most skillful motorcycle mechanics in the United States and the workmanship on the new ARMAC cannot be excelled.

Mr. Doud has made his reputation on the theory that nothing is worth doing that is not worth doing right; that no part of a motorcycle, however small or insignificant, should be put into a machine until it is perfect in workmanship and material and thoroughly tested; that the strength and durability of a machine is measured by its weakest part, and that a machine is not fit for the market until every part and particle is prepared to stand its proportion of the stress and strain that will be put upon it in the severest test of the machine. In buying material he has no regard for price, quality alone is considered. If he finds there is anything better than he is using or better than is being used by any other Motorcycle manufacturer, he goes after it and gets it, regardless of cost or trouble.

Motorcycle dealers and riders will find that there is no feature of the new ARMAC 4½ H. P. that is not up to the highest standard in material and workmanship. We are not building machines for the race track, but for every-day utility and pleasure purposes, and while our machine will attain all the speed that is expected of any stock motorcycle, WE HAVE PUT PARTICULAR STRESS UPON POWER AND DURABILITY. In this we believe we excell them all. We have been known in the market for years as holding patents on the BEST AND MOST SCIENTIFIC FRAME CONSTRUCTION in the motorcycle business. Our new improvements have been mostly along the line of engine construction, and we believe that we are now among the top-notchers in this feature of the game. Taken altogether, we claim that we have the MOST SCIENTIFIC, MOST ATTRACTIVE, AND MOST DURABLE MOTORCYCLE ON THE MARKET.

Our sales department is now under most efficient management and we propose to push the proposition more than it has ever been pushed before. Riders of the ARMAC in the future will find that they have got a machine that they will be proud of and that will go along with the best of them, and dealers will find that they have got a machine that will sell, and an ARMAC agency in the future will be worth money to the man who takes hold of it.

EDWARDS-CRIST MANUFACTURING COMPANY

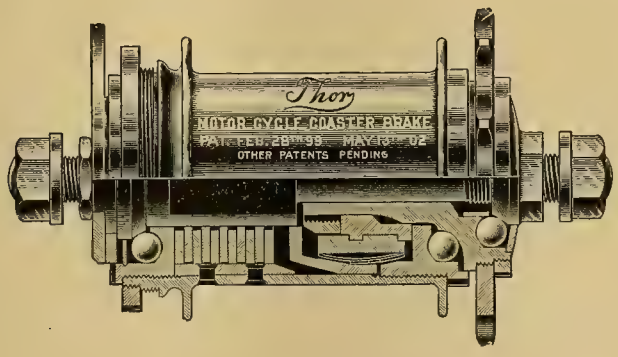
1150 Jackson Boulevard **Chicago, Ill.**

PROTECTING

Your Life and the Life of Others

Protecting your motorcycle from damage means to the motorcyclist that he must have a brake on his machine that is built and adapted to the enormous strains as well as the abuse that the rider unconsciously places upon it. Nine years of experience and close study to these facts gives to the rider this protection through the adopting of the

Thor Coaster Brake



A Multiple Disc Brake—which permits the strain to go on it gradually and positively. Why use any other when the *Thor* is yours for the asking?

AURORA AUTOMATIC MACHINERY CO.

Thor Building Licensed Coaster Brake Manufacturers. **Chicago, Ill.**

Not One of the Present Crop of Wood Rim Makers Were in the Business When We Started

We are the oldest manufacturers of wood rims in the country. The weight of eighteen years experience goes into every rim we produce. That means something. It means, for one thing, that our knowledge of wood rim requirements is thorough, our sources of supply known for years and our organization skilled in every detail of the art of rim-making.

Rastetter Rims

have been giving uniform satisfaction for so many years that their goodness is accepted as a matter of course. Made of the best Michigan Rock Maple their quality is fixed and unvarying. They are always dependable.

We have no connection with any other rim manufacturer and have no price arrangement or any other kind of arrangement with any of our competitors.

Rastetter Rims Stand On Their Own Bottoms

We believe with our superior manufacturing facilities, low overhead and sales costs that we are in a position to favorably compete with anyone. Quality is always there but we are free to make our own prices and they are not based on any arbitrary schedule but on a manufacturing cost plus a modest profit. Many wise buyers have already found them more than satisfactory.

If you are not already numbered among them better get in touch with us without delay.

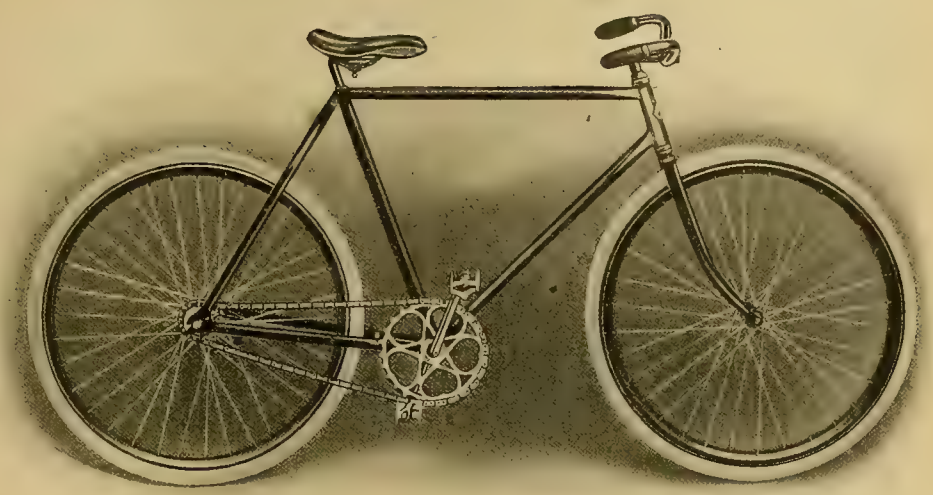
Sold in Ohio, Indiana, Michigan, Illinois, Iowa, Wisconsin, Missouri, Dakota, Colorado by

HASTINGS & ANDERSON, 45 Lake St., Chicago, Ill.

Other territory direct by

LOUIS RASTETTER & SONS, Fort Wayne, Ind.

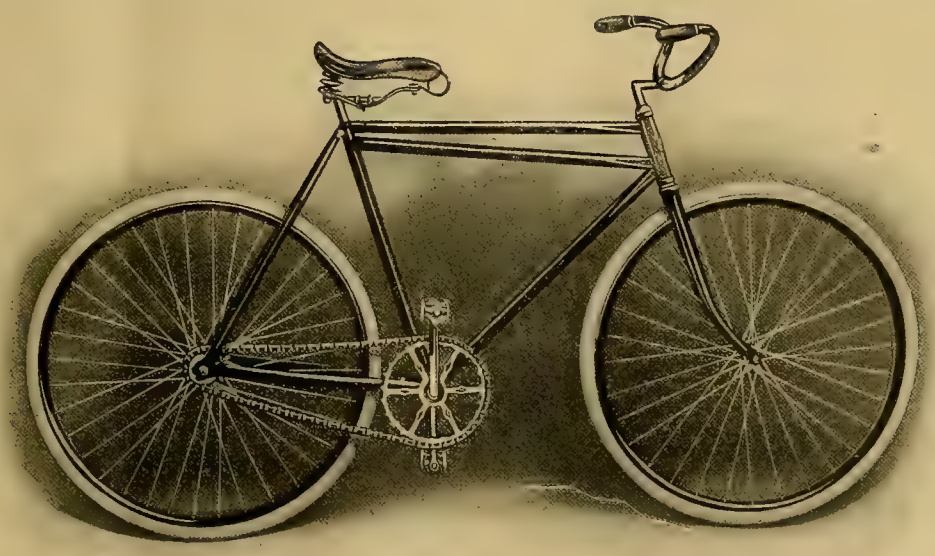
World Bicycles



Made and guaranteed by the world's largest manufacturer of bicycles and sold and used all over the world by bicycle-wise dealers and riders.

All the advantages of an enormous production, buying, manufacturing and selling costs are open to the dealer who is alive to his own interests and to the wisdom of "tieing up" to a company more than able to hold its own with any and all competition.

OUR GOODS AND PRICES TELL THE STORY



Don't allow yourself to be led astray by smooth stories that cost you money. World bicycles give more for the money than any bicycles built and we can prove it.

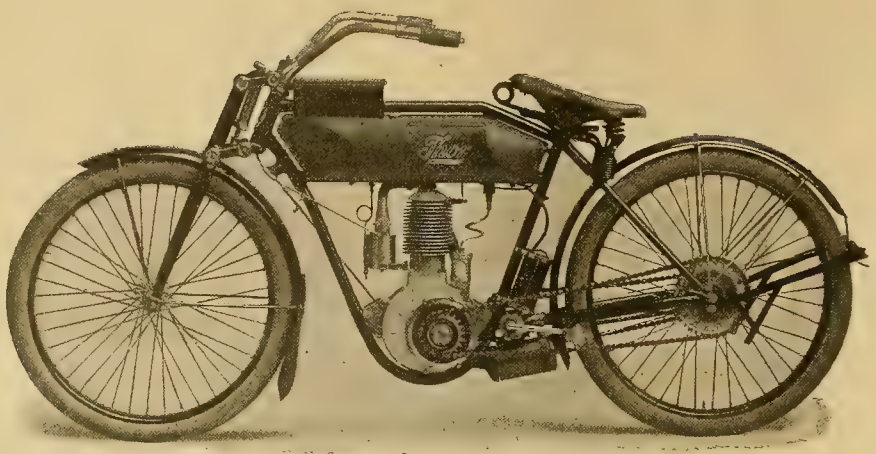
And our immense line of jobbing bicycles are a "mile ahead" of anything offered anywhere.

Write us and find out for yourself.

ARNOLD, SCHWINN & COMPANY

1718 to 1732 North 43d Ave. **CHICAGO, ILL.**

Thor



IV

THE SYMBOL OF MECHANICAL PERFECTION

When you buy a motorcycle, you pay for something from which you expect to gain profit, either in money or pleasure – you obtain in the Thor IV the most possible for the money. You owe it to yourself to examine the Thor IV just as soon as you can do so.

For this is a wonderful machine. It is not wonderful because we say so, but because we have in fact made it so. The machine will prove this statement by an actual demonstration.

The dealers and the riders of motorcycles have demanded a single cylinder motorcycle that will deliver greater power and speed than they have been able to obtain in the motorcycles of the past, they demand a motor that will stand up through the strains that is placed on a motorcycle. A machine that the cost of upkeep will be the smallest factor.

Our nine years of experience as motor builders proves to us that the dealers and the riders were right in their demands, for it has required all of our skill and money to produce the small motors we have in the past, to stand the strains, and now that the call for a large single cylinder machine is here, we are ready to fill the demand, for in the **THOR** 4 h.p. motor we can give the purchaser greater and better value than it was possible to give in the small motors. It permits us to strengthen all the wearing parts, to adopt methods of eliminating friction, because of its liberal size.

This means that you are able to obtain in the **THOR IV** a motorcycle that has 60 per cent greater wearing quality, with power that has never been obtained before and which can only be found in the **THOR IV**—and one that you do not purchase as an experiment compelling you to continue experimenting with it to get satisfaction, for we do not adopt one single idea or use one ounce of metal until after it has been put to the TEST of TESTS.

We are not permitting our most skilled mechanics to devote their time doping up a few machines for racing purposes, to go out and represent to the public that all THOR motorcycles are like those special few. They use their time in producing in each machine the duplicate of what our mechanical engineer has passed upon as being the BEST for all around work and conditions. Thus the purchasers of the **THOR IV** are not being fooled. ALL are EQUAL. There is great satisfaction in purchasing an article from a house that built up and maintains its prestige on quality. The HOUSE OF THOR has been built on this policy. If you buy a diamond from Tiffany or a hat from Knox or Stetson, you and your neighbors know that it must be right and for that same reason the careful purchaser of a motorcycle comes to the HOUSE OF THOR for his motorcycle.

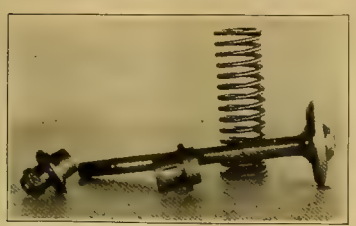
YOU CAN'T AFFORD TO WASTE YOUR TIME WITH EXPERIMENTS or hire the repairman by the week, month or year, therefore the BEST is the CHEAPEST and the **THOR IV** is the CHEAPEST because it is the BEST.

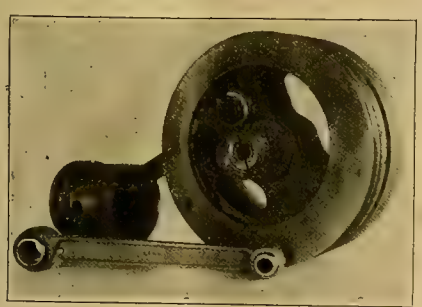
Do You Open Your Mouth

like a young bird and gulp down whatever food or medicine may be offered to you? No, we should hope not. Then use the same sense and judgment when you purchase a motorcycle. Go into details—ask how it is constructed—make the dealer show you all the details and tell why. We know that when you make comparisons, nothing but a *Thor* will satisfy.

SUPREME, WHY?—BECAUSE:











Our nine years of experience permits us to know much better than anyone else just what part of the motorcycle would wear out the quickest; just what parts receive abuse, through lack of knowledge or neglect. We have not only studied this piece of mechanism, but we have also been close students of the men who ride them, which permits us to present to you, THE MOTORCYCLE SUPREME, **THOR IV.**

The roller bearings we use in our construction are fitted to one ten-thousandth of an inch.

Examine the intake and exhaust valves.

We have eliminated the slot and the key in the stem, which previously caused more or less trouble, using a simple device which screws on the stem, and which locks the collar better than before, and permits the rider to adjust the opening of the intake valve, or allow for wear or adjustment on the exhaust valve stem.

Note how well balanced our fly-wheel construction is.

Cylinder and head all in one piece; accurately bored and then lead-lapped like a gun barrel.

Note the accuracy and finish of the timing gears and cams.

Just look at the enormous expense we have gone to in eliminating that short drive chain, by attaching the geared transmission, which runs on ball-bearings.

Connected with this, is our compensating sprocket. In this sprocket we have hardwood inserts, using the highest type of steel for rings, on which the sprocket would slip or revolve, and locked with a simple device that is positive and effective, permitting the adjustment of the sprocket to any tension desired.

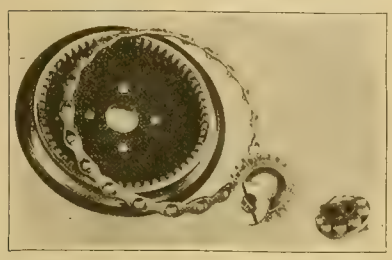
The mechanical oiler. Without a question of doubt, this is the only positive mechanical oiler yet placed on a motorcycle. Simple in construction—positive in action—accessible to the novice—it is not necessary to take the motor apart to look into it—always works in sight of the rider; this device is of more value to purchasers than anything that has yet been adapted to a motorcycle.

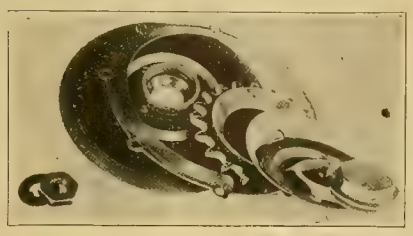
Note the pneumatic forks. These are not forks in name only, but a scientific piece of mechanism worked out as accurately as the motor itself, and hinged on ball-bearings.

In every part of this motorcycle, we can point out a SUPREME feature. If there is a possibility of the smallest screw dropping off, we can show you where another screw will lock that one. Wherever it is possible to lock a nut with a cotter pin, this we do.

If you are a merchant seeking a motorcycle that will stay sold and cause no annoyance. WHICH MEANS CLEAR PROFITS, then seek us.











If you are seeking a motorcycle for business and pleasure, and desire to receive great returns on your investment, then seek the agent of the **THOR IV.**

AURORA AUTOMATIC MACHINERY CO.,

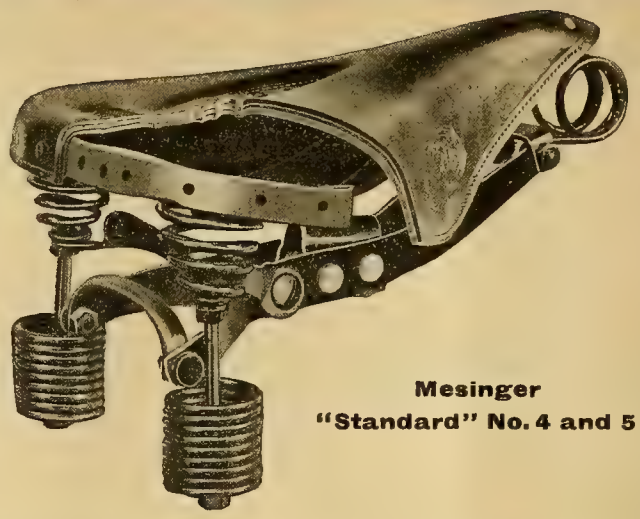
Thor Building
CHICAGO

DISTRIBUTORS:

A. FREED, San Francisco, Cal.
J. S. LENG & SONS CO., New York, N. Y.
MOTORCYCLE SPECIALTY CO., Boston, Mass.
FRED. WILLIAMS, Denver, Col.
GUS. HABICH, Indianapolis, Ind.



Mesinger
"Cavalry" No. 4 and 5



Mesinger
"Standard" No. 4 and 5

When you strike rough road you feel the difference. Ask any rider the facts about

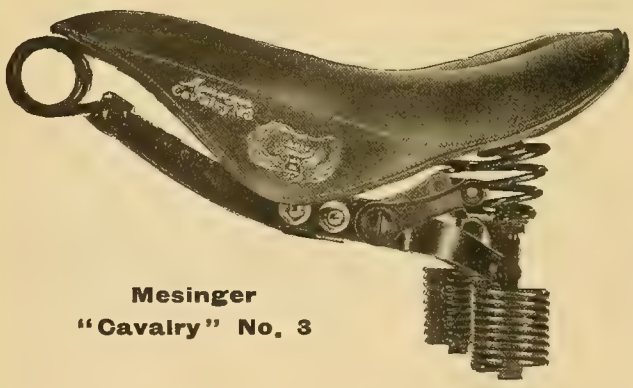
MESINGER

"CAVALRY" and "STANDARD"

MOTORCYCLE SADDLES

Ask What the Patented Shock Absorbers Do

Built for COMFORT, tested and approved by many manufacturers of motorcycles. They save the rider and machine from disagreeable jolts, prevent side-sway and add to the pleasure of motorcycling.



Mesinger
"Cavalry" No. 3

AN UNSOLICITED TESTIMONIAL:

CHAMBERS CYCLE CO.

Rome, Ga., April 4, 1910.

"The H. & F. Mesinger Co., New York.

"Dear Sirs—I would like to give you voluntary testimony about your Mesinger Cavalry Motorcycle No. 3 Saddle.

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"I have been a motorcycle rider for seven years, and I think as much of a good saddle as I do of a good machine.

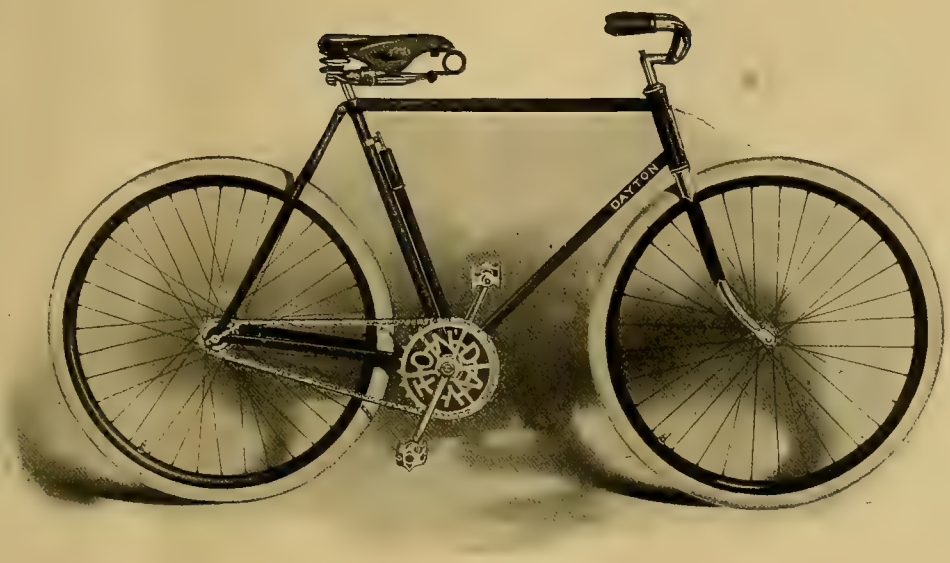
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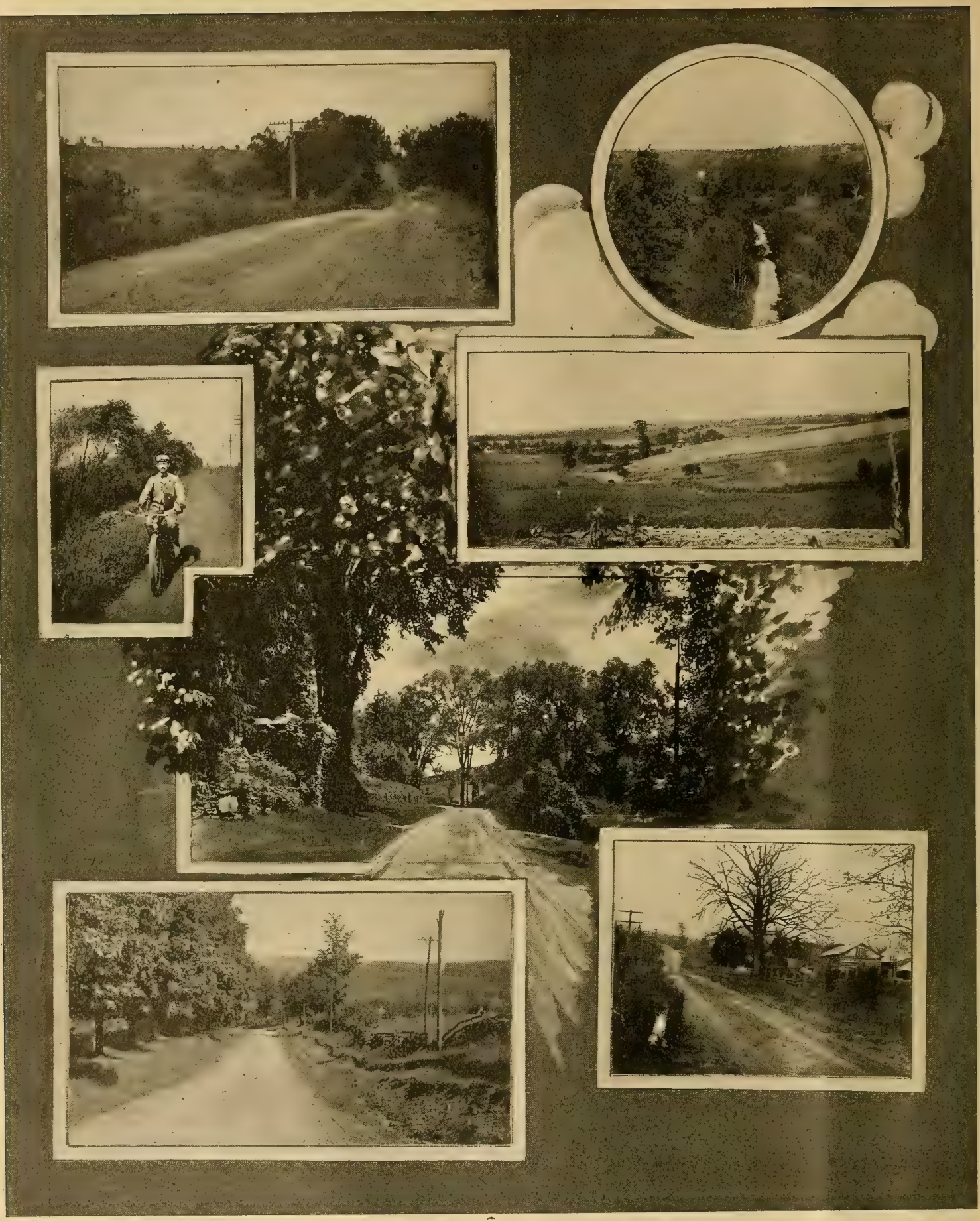
THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

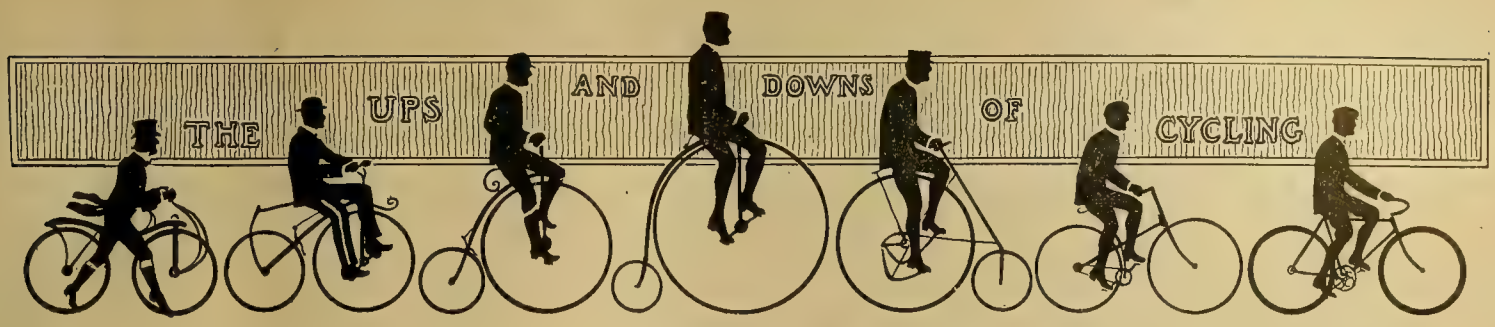
Vol. LXI. New York, U. S. A., Saturday, April 30, 1910. No. 6



THE "BROTHER ACT!" HOOP-LA!



THE WINDING PATH AND THE FLOWING ROAD.

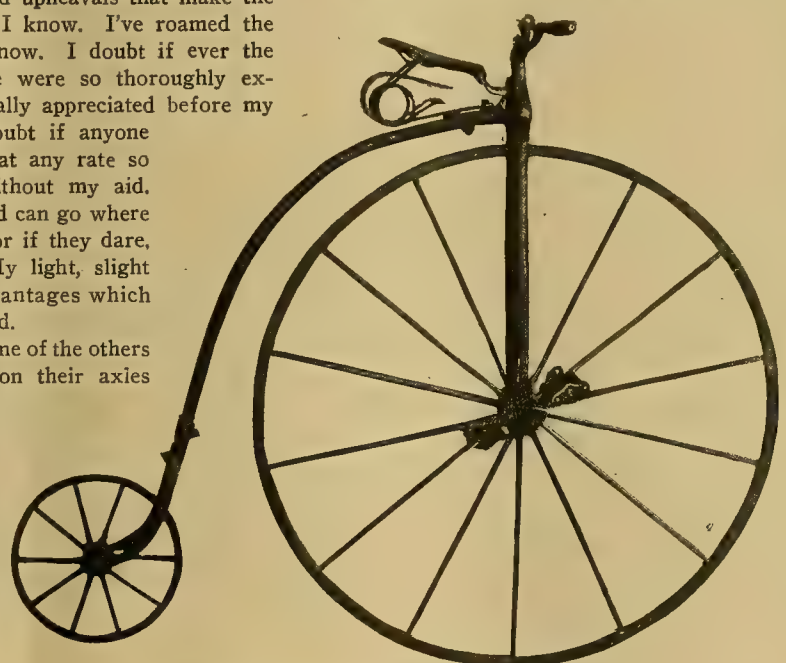


Autobiography of the Bicycle

Of course I've had my ups and downs. That is the way of the world. The earth itself is a succession of ups and downs; it is these very indulations and upheavals that make the country beautiful. I know. I've roamed the world enough to know. I doubt if ever the beauties of Nature were so thoroughly explored or so generally appreciated before my advent. I even doubt if anyone can find them, or at any rate so many of them, without my aid. For I have gone and can go where none dare follow, or if they dare, they must fail. My light, slight build gives me advantages which are not to be denied.

I'd like to see some of the others that wear wheels on their axles even attempt to travel the woodland trail or the shelving path that I have traveled many a time and oft. They simply can't do it. They are not built for it. They all are too portly, so portly that even when putting up for the night they require special rooms to contain them. As for myself, a corner in the hallway or in any other part of the house will do. I'm "at home" anywhere and I require precious little waiting on, too. When I think of the fixing and fussing and grooming and pulling and hauling those portly fellows require before they are ready to go anywhere or after they return—when I think of that sort of thing—and the cost of it—I have to laugh in my upper tube. Gee! I'm always ready on the minute to go any old place any old time when anyone says the word, and I'm just as glad to serve the kiddies and the gentlewomen and their grand dads as I'm to do the bidding of the heftiest man that ever drew breath; and it doesn't matter to me whether the service is fun and frolic or real work or one mile or one thousand. I'm always in humor for whatever happens and I never grow tired.

Of course, this sounds egotistical; but I can't help it. It's true. every word of it; my record for the past 30 years will prove it; and this record is an open book. And if I do say it myself, I'm just as good as ever I was, and just as ready for fun or hard work. Age hasn't staled me even a little bit. I'm still sound in every joint, my wheels have lost none of their spring, and—well, I don't care if it is self-praise—I'm just as trim and as good looking as when I had the whole world talking about me and singing my praises. I knew that sort of thing was irrational and too good to last; but it did not affect my nature or my make-up a particle and I'll stand up anywhere and submit to any test to prove what I say; it will make no difference to me whether I'm dressed in black, red, blue or any other color or whether I'm wearing my Columbia, Tribune, Rambler, Racycle, Iver Johnson, Pierce, Emblem, Yale or any other of my badges. I own quite a few of them and I believe I can wear most of them proudly and well. When I was the popular idol 12 or 13 years ago, I had a great collection of these badges, but not all of them wore well and I'd have to scratch my head a long time to recall what became of most of them. They disappeared one at a time but I'm mighty proud of those that are left.



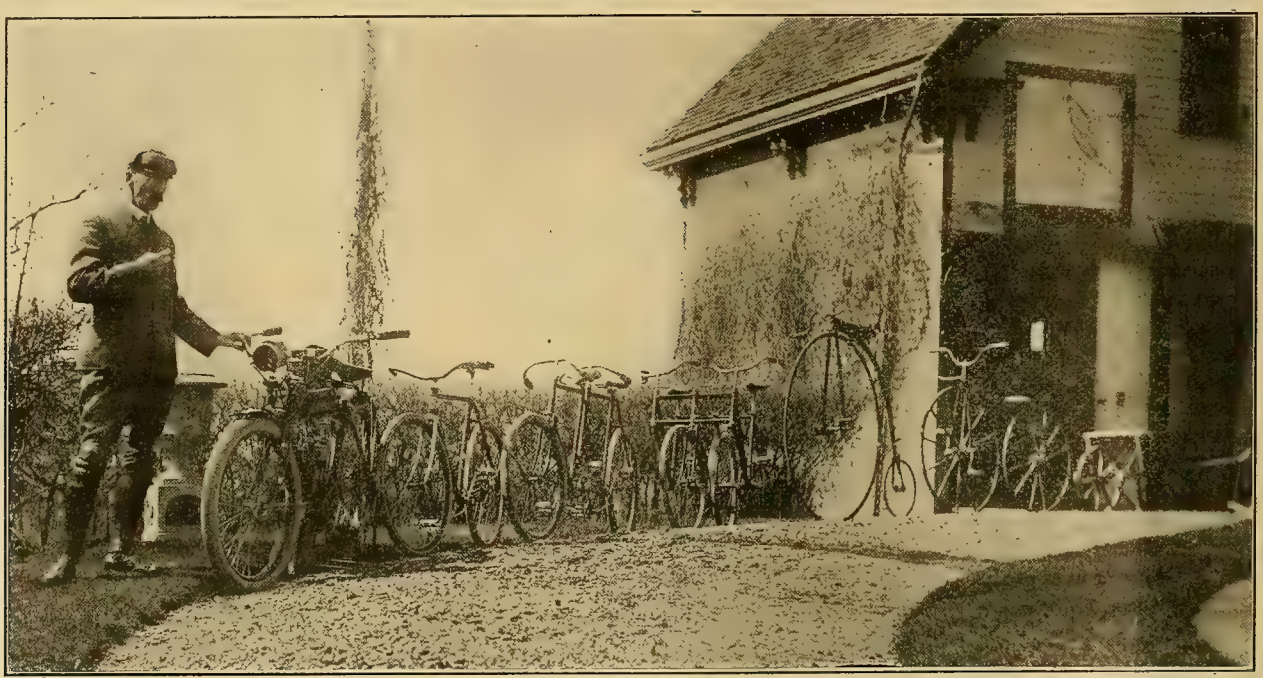
PORTRAIT OF MY FATHER, TAKEN IN 1877
(First Bicycle Built in America)

What a career I've had, anyway! It's hard for me to realize that I'm a descendant of the Woodvelocipede family. I certainly bear faint resemblance to that ugly, awkward, ungainly tribe, and yet it was but an unexpected offspring of the older Vehicle family, so I suppose I can't escape relationship even if I tried to do so. Even my own daddy was no beauty in his early days. His portrait proves it; and if ever he won a medal for utility or good looks, the picture does not suggest the reasons for it. The old fellow had a rough road to travel, too, and the wonder is that he developed into such a tall, graceful, sprightly "article." Perhaps it proves the truth of the adage, "Blood will tell and steel as well." But the "governor" carried himself too high and was too top-lofty generally to long remain popular and, without intending any discredit and without desiring to appear "stuck on myself," I think I may say that it was a good thing for posterity that I came along at just the right time.

Dad's friends did not think much of me at first and for a while the "old man" himself was important enough to keep me in the background and as I was of the sawed-off variety, it was not difficult of accomplishment. The family features were not very marked—in fact, some folks called me "the dwarf"—and possibly because of the fact it was several years before I obtained any notice worth mentioning. But I improved with age and gradually made friends, and when a Scotchman named Dunlop provided me with a pair of pneumatic shoes my future was assured, although I did not fully realize it at the time. Dad tried to wear a pair of the new shoes but he couldn't seem to make them fit and after a hard effort he gave up trying and went into a rapid decline. People made fun of the pneumatic shoes for a while; and they surely did look queer, but they felt good, and after they had undergone some improvement, the old footwear was thrown into the discard.

Taking after the "old man" in at least one respect, I became "sporty." I tried my speed on the racetrack and after I got those Dunlop shoes nothing could hold me. I gave Father Time such a chase that the world simply had to sit up and take notice. The newspapers

began to sound my praises and when the public learned that my lowly stature had its advantages and that the "air shoes" not only gave wings to my wheels but that they wonderfully eased the jars and jolts of travel—well, say, they started coming toward me and there was no stopping them—the people, I mean. Whew! How they did come! I broke into society and was taken up by the Ward McAllisters, the Vanastorbilts and all the rest of the social lions and climbers. I obtained entry into all of the first families and the fifty-first, too. Newspapers which once had scoffed and derided me, now printed my picture and reported my every movement and so puffed me up that I scarce recognized myself. My fame spread from ocean to ocean and beyond. I became the popular idol.



E. M. ESTABROOK'S INTERESING COLLECTION—FROM WHEELBARROW TO MOTOR BICYCLE

Everywhere I was in demand. The whole world was bowing down and worshipping me. Nothing was too good for me. I became the ladies' pet and the men's boon companion. Even the police kept an eye on me. For I was the "million dollar kid."

Few there are that can say the world went crazy over them; but I am one of the few; and I can say it without egotism because it is a matter of history. I scarcely know how I kept my head, which, like Dad's, was balled. In fact, I don't believe I did entirely keep it. I knew that the crazed populace was too intense in its attentions to me for them to be lasting. I knew that a climax must come, but nevertheless I drank of my popularity to the fill. If I became grossly intoxicated, I feel that there was excuse for it. I still was young and not proof against such excesses.

Yes, I drank deeply. I confess it. I indulged in one long continuous jamboree and while still under the influence, I was taken up and my popularity capitalized by a forty million dollar "trust." My power and fortune seemed great beyond the dreams of jealousy and avarice. I became the head center of the "trust" and as such was used as a football. I was kicked first this way and then the other; I was punched and squeezed again and again in the desire to economize and shake dollars out of me. I could feel that these tactics were alienating some of my friendships but I had lost some of my powers of resistance. It was a new game for me and still suffering the effects of my long debauch I fell ill. I guess I must have become unconscious. I know I awoke one day with a horrible headache and with the full realization that I was undone.

The public had recovered its senses; had come to realize how insane had been its worship. A large part of this populace quickly lost interest in me and my kind and sought new idols and when I arose, still weak and groggy, from my sick bed, I was in position to appreciate that fame is indeed fleeting. No longer was I the "million dollar kid." I simply was a creation of steel but it was steel that rang true and enabled me to withstand the fierce reaction that ensued. I still had loyal friends—friends who believed in me and knew my worth and who realized that the world's worship had been forced on me; it was not wholly of my own making and perhaps there was no way of avoiding it. If it brought intense joy it also brought some fierce sorrow. How I suffered during my period of slow recovery and how often I have wished that I might have avoided that debauch!

My friends still were numbered by the millions but during the high tide of my popularity I made the too-common mistake of rating every chance acquaintance as a friend and as a result the friends appeared practically countless. When the chance acquaintances and the "toadies" who followed in my wake simply because Society had taken me up—when these people dropped away there were so many of them that the contrast was startling, I am bound to admit.

The impressionable and the fickleminded who "follow the crowd," and the dollar hunters, soon commenced to remark my altered position. Newspapers which once had lauded me to the skies and into whose coffers I had turned thousands of dollars and even some men who due to my influence had amassed fortunes, prepared me for burial. They wrote me down and talked me down quite as readily, as once they did the other thing. It was bad enough to listen to their prattle about my "decline" but when I heard them seriously discuss and remark my "passing," it made my enamel curl. Me "pass?" They don't know me! Some of them still discuss it occasionally but it doesn't rasp me quite as much as once was the case and I no longer feel like burying my sprocket teeth in the fellows that voice such notions. The Automobile since has taken my place as the popular idol and as a result "The Passing of the Horse" is becoming almost as popular a topic as was "The Passing of the Bicycle." It affords a measure of consolation and illustrates the way of the world.

Queer feature, too, about this "passing" stuff: Nearly all of it originated and originates in the big cities where the people were craziest about me. You don't hear much of it in the smaller places, where the folks seem to have recognized and accepted me at my true value. While they realize that I no longer wear a halo and have ceased to be an object for hero worship, they long ago learned that I am as useful and as helpful as ever I was and as a result I never have ceased to be a part of their daily life. I'd like to take some of those chaps from New York, or Boston, or Philadelphia, or Chicago into a few of the thousand places I could name.

They would find me so very much in evidence that they'd have cause to rub their eyes and to write of me in a different strain.

It has taken me quite a few years to live down the history of my wild, boisterous days. But, thank Heaven! I believe I now have put it so far behind me that it won't be called up often. I sowed the wind and reaped the whirlwind. I have paid the price and now am a useful member of society and there never was a time when I felt better or made more genuine friends. I am glad I no longer am a popular hero. I wouldn't pick up a halo if I saw it lying in the roadway. I'd steer around it. For I've settled down now to a life of peace and purpose. I have no "bells on my fingers or rings on my toes" and I want none.

I still enjoy a good time; I am always ready for it. I am doing my part to make the world healthier and happier and I flatter myself that I can do it more easily, more simply, more conveniently and at less cost than anything else that runs on God's footstool. My whole life has been an outdoor life. I was born for it and that person, whether man, woman or child, who will follow me will get closer to nature and breathe deeper and inhale more health and less dust and better quicken the blood than by following any other agency that can be called to mind. And this assertion I make without vainglory; for my vainglorious days are past.

If the life I now lead is not fast enough or exciting enough to please anyone, I have a younger brother, the Motor Bicycle, who can "go some" and who is able to uphold the family record in that line. He's apt to wear a halo some fine day and if you wish to meet him, you won't have to go far to obtain an introduction. If you have tired of kicking the pedals, or if the hills or the headwinds worry you, or if you seek new sensations, the "kid" is worth going far out of your way to meet.

The Wheelwoman and Her Hat.

The much maligned mammoth hat decreed by the latest fashion at last has found its sphere, and if the tall tale that comes from England has the semblance of truth the gigantic head pieces now worn by women will become strictly de rigueur for bicycling. The reason, as published in a provincial English newspaper, is as follows:

"Miss Matterhorn met with a serious bicycling accident yesterday," runs the thrilling recital. "Her brake jammed when she was riding down Crosby street, a steep hill, and the machine dashed along at a great pace. Swerving into Wood street, it ran into the front of the Sun Inn, and the rider was thrown violently against and partly through a window consisting of plate glass three-quarters of an inch thick. The impact scattered and smashed the bottles displayed in the window and the girl was severely cut about the face and neck. But for the fact that she was wearing a large 'Merry Widow' hat, which partly protected her head and face, she might have lost her life."

SOCIETY FOLK WHO ARE FAITHFUL TO THE BICYCLE.



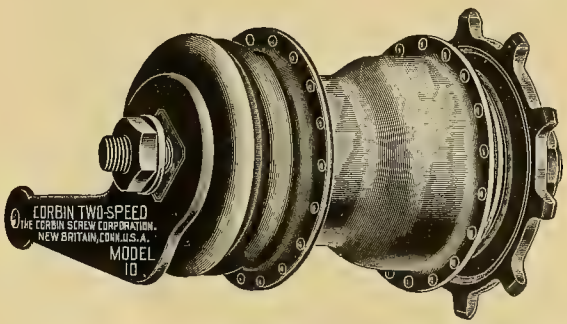
Why Be a Slave to Gear?

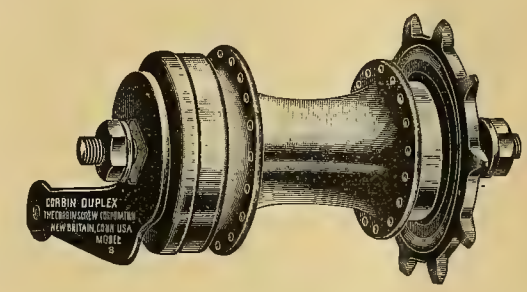
Why not have both a low gear and a high one always at your command? A low gear for hill climbing and for pedaling against the wind, and a high one for level roads and quiet weather constitutes a combination that adds immensely to the satisfaction of cycling. The mere change from one gear to the other is restful and adds to the pleasurable sensations. The

Corbin Two-Speed Coaster Brake

Points the Way to Freedom

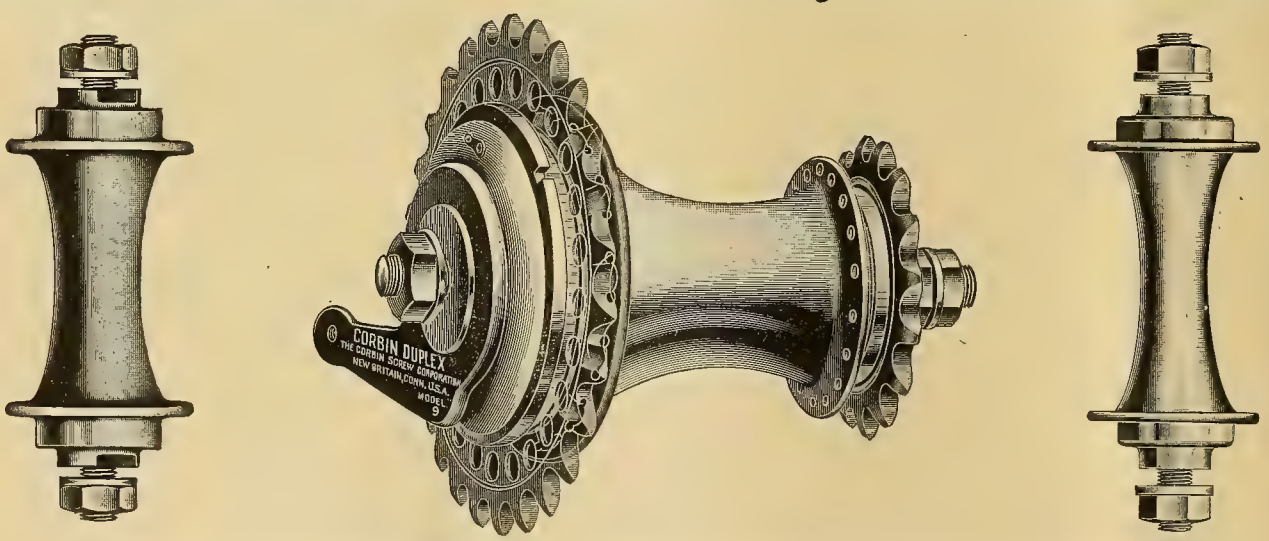
from gear-slavery.





Like the Corbin Duplex coaster brake, the Two-Speed can be fitted to any bicycle, old or new.

The Corbin Motorcycle Brakes



which were first to make motorcycling safe, retain their proud position.

CORBIN SCREW CORPORATION, New Britain, Conn.

Licensed Coaster Brake Manufacturers.

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FOUNDED 1877

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NEW YORK, APRIL 30, 1910.

THE BICYCLE IDEA

What a wonderful idea is that which we term the "bicycle idea!" What wonders have followed in its train! What a marvelous creation is the bicycle itself! As with all things, time and usage have made it appear commonplace, but the wonder of it still remains.

Of what other means of locomotion can it be said, it costs so little to buy and nothing to keep? What other instrument of travel, of health, of happiness, of every day utility, is at once so sure, so simple, so light, so compact, so convenient, so ever-ready, so economical, so enduring? What other instrument of health, or exercise, or travel affords that rhythmic motion which in itself is an alluring charm? What other instrument is so available for the use of all mankind—for man, for woman, for child? To what other is the narrow path and the widest roadway as one?

Whoever puts these questions to himself, and answers them, and who permits their import to sink in, is bound to be impressed and compelled to acknowledge that the bicycle is incomparable. It is well, occasionally, thus to pause in order that credit be given where it is due and to avoid that mental blindness which beclouds all save the wonder-workings of the immediate present.

It may be writ, and truthfully, that if the bicycle is not Humanity's best friend, then Humanity never had a better one.

And the world's appreciation of the bicycle is great and widespread. America's appreciation has rekindled, or requickened, markedly even during the last twelve-month, and the quickening has been of the wholesome sort. Always it is a source of remark to those numerous faddists who "followed the leader" and who were responsible for the rightly termed "bicycle craze" of a decade or more ago—always it is a cause for astonishment when these followers of new gods learn that there have been few years when less than a quarter million bicycles have been produced in the United States alone; it startles them to learn that there still are factories in this country which produce 40,000 to 50,000 bicycles annually, and it should more greatly startle them to learn that during the present Spring there have been few factories able to cope with the enlarged demand that has arisen.

And not all those whose appreciation has been constant realize how great is the value that the world sets on the bicycle. The export statistics, which are beyond guess or question, supply this evidence. They show that during the year 1909, the four leading cycle manufacturing and exporting countries shipped to foreign shores, bicycles—motorcycles not included—to the value of $25,000,000, expressed in round figures—a substantial increase over the previous year; and export values, it may be added, always are the lowest values. It probably is an underestimate that the exportations represent one-fourth of the total output, so that the world's production of bicycles during 1909, with reasonable assurance, may be placed at $100,000,000, which proves it to be a giant industry. And when to this enormous sum there rightly is added the value of motorcycles, which reaches to about $50,000,000, the immensity of the cycle industry, and the value of the "bicycle idea" in itself in dollars and cents attains such staggering proportions as well may flabbergast the faddist and the skeptic; nor do these figures take reck of the millions of tires, and of other articles of equipment, that are purchased separately.

Who fully can trace the value of the "bicycle idea" even to the commercial universe? It gave us pneumatic tires and the tire industry; it developed the ball-bearing; it developed the steel tube industry; it perfected the steel and the drop forge and the steel stamping industries; it led us directly to the motorcycle and the motor car, for, contrary to popular notions, the motorcycle—the motor tricycle—came first, the motor car afterward; the one was the development of the other. And with its frame of light tubing, its wire wheels and its pneumatic tires, who is so blind that he cannot discern the "bicycle idea" even in the aeroplane. As was the case with the motorcycle and the motor car, it was men versed in bicycle knowledge, and skilled in the craft, who made even the aeroplane possible.

It was these men and the "bicycle idea" that have perfected and are perfecting the motor bicycle—that means of locomotion which is "akin to flying" and which while lacking the simplicity and lightness and economy of the man-propelled bicycle, is, due to the dominance of the "bicycle idea," the wonder of the self-propelling class. Only the bicycle compares with it in respect to compactness, convenience and economy of operation and no bicycle can compare with it in the manner in which it shortens the mile, flattens the hill and stills the wind. It has brought the wildwood practically to the city's door and it is available to all because it is a bicycle.

While the bicycle has been brought to a state beyond which improvement is not easily possible, the manufacturers have not remained idle and, speaking generally, the bicycles of 1910 are a little bit better than those that went before. There have been numerous minor refinements and several notable developments in the form of spring forks, while the tendency toward the use of roller chains, particularly of the ½-inch pitch type, is making for even more satisfactory transmission of power.

In respect to motor bicycles, most of the improvements have been of far-reaching effect. Magneto ignition and automatic lubrication have made great advances, which means that the machines more nearly "take care of themselves" and that they are surer and more cleanly in operation. More efficient mufflers have made them more silent, and the two-speed gears and free engine devices, which have become more generally available, permit motorcycles to be started from a standstill, whether on hill or level, and to go more slowly, and with the control absolutely governed by the twist of the wrist they thus are brought within the scope of all mankind.



"BY SPORTS LIKE THESE ARE ALL THEIR CARES BEGUIL'D."

The Transition from Velocipede to Motorcycle

By E. M. ESTABROOK.

Each year sees an increasing number of youthful, middle-aged and elderly people taking up out-door sport in some of its numerous forms. The youthful, full of that buoyancy of spirit and surcharged with a surplus of animal life that must be worked off through that form of exercise called "play," naturally turn to our national game of baseball which acts as a safety valve, or to that health-giving, muscle building and exhilarating exercise of cycling that trains the eye in quickness and develops the mind in its process of reasoning and judgment. Following in the footsteps of the preceding generation, they seek to emulate the example set them and to excel in these excellent pastimes.

The middle-aged and elderly people are dotting the forest-lined shores of our inland lakes and ponds with comfortable cottages and bungalows. Behind these are tennis courts or golf links, while pleasurable recreation or relaxation from the strife of the tourney may be had by plowing rippling furrows on the lake's surface in the lazy sailboat or in the more dashing motor boat. Add to these the piscatorial pleasures that may be indulged in, should the mind have a bent that way.

How pleasant to contemplate a week-end with such a goal in view. The hasty donning of the easy fitting outing suit, the hastier examination and probable inflation of tires on the faithful bicycle—factor and companion in seeking many sequestered forest nooks, and in many a lively brush on the road—and then away in the quiet gray of the early morning while the world is coming to life, and the sun peeks over the horizon and shoots its beams athwart the sky, chasing darkness to the realms of night and hurling shafts of light on wakening nature. These are the moments when, as one glides silently and swiftly along the winding road and notes the refreshing greenness of the bedewed spring verdure and inhales the invigorating morning air, that one feels in harmony with nature—great, glorious, mysterious nature—and wonders if all other things, animate and inanimate, partake in a measure of this exhilaration.

Thousands of people can testify to the efficacy of the moderate use of the bicycle, and of its sure cure for that form of nervous trouble which afflicts dyspeptics and those of sedentary habits. Like all other means of locomotion it fills its particular sphere of usefulness and has its adherents and admirers; and now that the "faddish" element has been eliminated from its clientele, the bicycle is finally traveling along the high road to prosperity, loved by all who use it, whether for health, sport, pleasure or gain.

There are hundreds of middle aged men in this country today—and women too, for that matter—who look back upon their cycling experience of a few years since as one of the brightest spots in their lives. It is with keen regret that they compare their present physical condition with that when they were "always in training." Still they lack the physical and perhaps moral courage necessary to get into training again. Although the antidote is there.

One of the first forms of locomotion of which we have any authenticated records is that of walking, largely indulged in by our forefathers in prehistoric times. That his discontent with this mode of travel was akin to our own is proven by his subjection of various domestic and wild animals to a state of servitude, thereby sowing the seed that has begotten our present speed craze. Not only did he compel the more powerful and speedy quadruped to "get a gait on" and speed him hence, but he harnessed the rivers, so to speak, and bade them bear him with haste to his destination by means of rafts, dugouts, and other craft.

Ages have rolled by. Men and other animate forms of life have come and gone, but their works remain. History records their slow progress in improving the means of travel until well into the eighteenth century. Passing over the steam railroads and steamboat as irrelevant to our text, we come to the first considerable use of the pedal propelled vehicle in the "sixties."

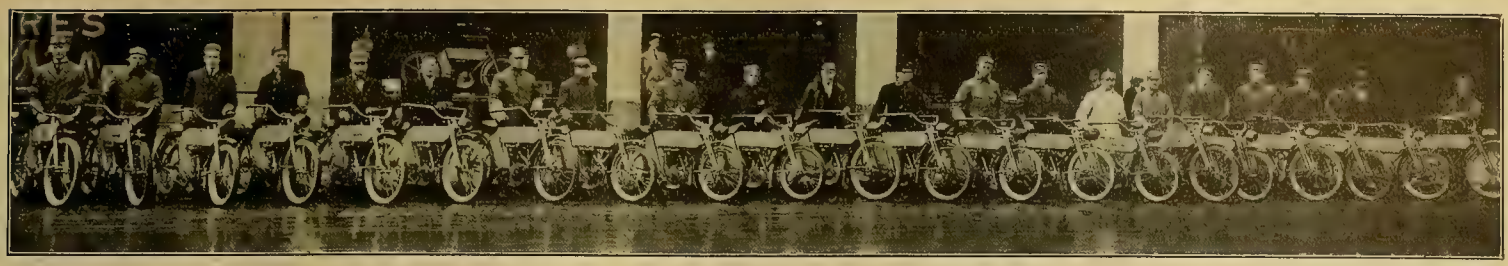


"WHIPPING THE POOL MANY LEAGUES DISTANT"

It was in February, 1869, that I first beheld with profound amazement several professional riders deftly and swiftly propelling as many two wheeled velocipedes around an enclosed space in a public hall, to the astonishment of the multitude. And strangest of all, the two wheels were set one ahead of the other in such relation and strange manner as no man ever had seen before. Marvelous it was for those times, and as it required a degree of skill to ride, many people paid for that privilege or for ocular proof that riding was possible. Not being an all round road vehicle, the public soon lost interest in the velocipede and it was temporarily retired. With boyish enthusiasm I soon secured one and rode it many hundreds of miles during the next year or two on the plank sidewalk of our town. I was envied by most boys, and not infrequently,



"Her ways are ways of Pleasantness and all her paths are peace."



I must confess, I was subjected to ridicule, and when the front wheel would drop through some of the numerous crevices between in the planking, to many hard knocks.

The "ordinary" was the next aspirant for public honors and by reason of its rubber tires and its more graceful and better riding position together with its superior workmanship and lightness, it gained at once a large measure of popularity both on road and race track. Numerous clubs were formed and many tours of considerable magnitude were accomplished. The trotting horse record of "2.40" for the mile was eclipsed and presently many long distance road records from 100 to 700 miles astonished the world and awoke it to a realizing sense of the practicability and usefulness of the bicycle.

But the "ordinary" was as dangerous as it was prepossessing and fascinating, and a train of accidents followed in its wake which eventually led up to the invention of the safety bicycle of today.

The advent of the "safety" marked an important step forward in pedal propelled vehicles and introduced a safe and speedy machine adapted also to ladies' use. This latter fact coupled with the advent of the pneumatic tire was responsible for its exceeding popularity, which reached its zenith in 1895-6. At this time it seemed as though everybody was awheel; people of all races, ages and stations in life thronged our thoroughfares and vied with each other in selecting nature's adjacent beauty spots in which to pass a pleasant hour. The "craze" or fad was on!

Everyone profited; some pecuniarily, others through associations, all through the healthful effect of out of door exercise so necessary to perfect health in mind and body. Where in the broad universe was there a shady glen, a babbling brook, a quiet lake or a patch of berries having a road leading to its near vicinity, that was not sought out and made to give up its quota of quiet rest, piscatorial sport or tempting fruits? Where was there an unknown road or winding, shady path that did not feel the soft pressure of the pneumatic tire or yield up its secrets to the happy seekers thereof?



In the general summing up of sequences, it follows that the bicycle should lead to further development, and one that from some standpoints should excel its forerunner, while not necessarily displacing it or detracting from its peculiar charms And this is exactly the case with which we have to deal at the present time. It is well that human nature is restless and has desires and yearnings for new sensations, new and better contrivances for annihilating space, saving time or performing labor. Without this inherent ambitious trait we should still be lazily sleeping in the sun of ignorance, knowing little of aught else and caring less. Many there are, who, from affluence, physical indisposition, or otherwise, or for reasons such as time, distance or greater seclusion in their week-end outings, etc., much prefer the sturdy, speedy and reliable motorcycle to accomplish their ends, whether it be for pleasurable sight-seeing, keen sport or profitable business venture.

The motorcycle offers advantages along these lines that greatly excel its less pretentious ancestor and in a way compensate for its increased cost. The transition is a natural sequence; and the present large following is indicative of very general or common use from this time forward. If one desires to spend his leisure hours in the seclusion of quiet haunts far beyond the scope of the bicycle or the ever faithful quadruped, the means are at hand in the motorcycle. Whatever the charm of pedaling along the quiet country roads and inhaling the sweetly scented morning air, whilst watching the kaleidoscopic panorama of the wooded hills and verdure laden fields, it is tame indeed as compared with the exhilaration experienced in swiftly gliding past the same tranquil scenes on the sturdy and powerful motorcycle.

The hills detract naught from the pleasure nor add to the labor; on the contrary they offer an added charm. To go rushing at them in delightful bursts of speed and to fairly fly up their steep ascents—coasting, always coasting—is a new and pleasurable sensation. To conquer their stubborn heights and laugh at their puny obstacles—so long shunned by all but the sturdiest of mankind—and to turn their terrors into pleasure giving sport, is to humble these scarified and grizzled monarchs









THE MANIFOLD UTILITY OF MOTORCYCLES

and make them pay tribute to their first real conquerers, the motorcyclists.

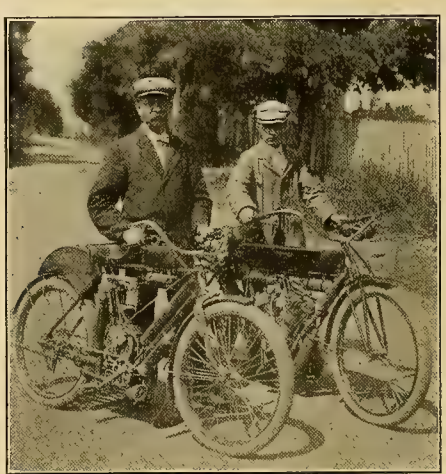
Yes, the motorcycle is a conquerer. The long road is as short as one wills it; the hills are leveled as by magic touch, while the fierce winds shriek out their rage to ears that are deaf or to a soul that has conquered their terrors.

Do you desire to "whip the pool" many leagues distant and beyond the reach of week-end pleasure seekers not so advantageously mounted, or to gather the freshly bloomed and sweetly scented pond lillies, or, perchance, to pluck a panniken of berries or the nuts of the forest, and to return within the day, the pleasure is your own, minus the tedious effort and waste of time expended by many others.

And then the tour! To be able to explore the distant hills and forest ranges and to force from them their secrets; to follow up the unknown highways, heretofore beyond our reach, and watch the ever changing vistas spread out before us, to visit far distant cities or points of interest, meanwhile enjoying keenly each foot of the distance so covered, is but a part—a small part—of the pleasures and advantages offered by motorcycling.

Its usefulness in enlarging our scope, whether it be for pleasure or business, is too apparent for argument. As to economy, its low first cost and the fact that it can be run a hundred miles for a few pennies only, stamps it as the most economical mode of rapid travel extant.

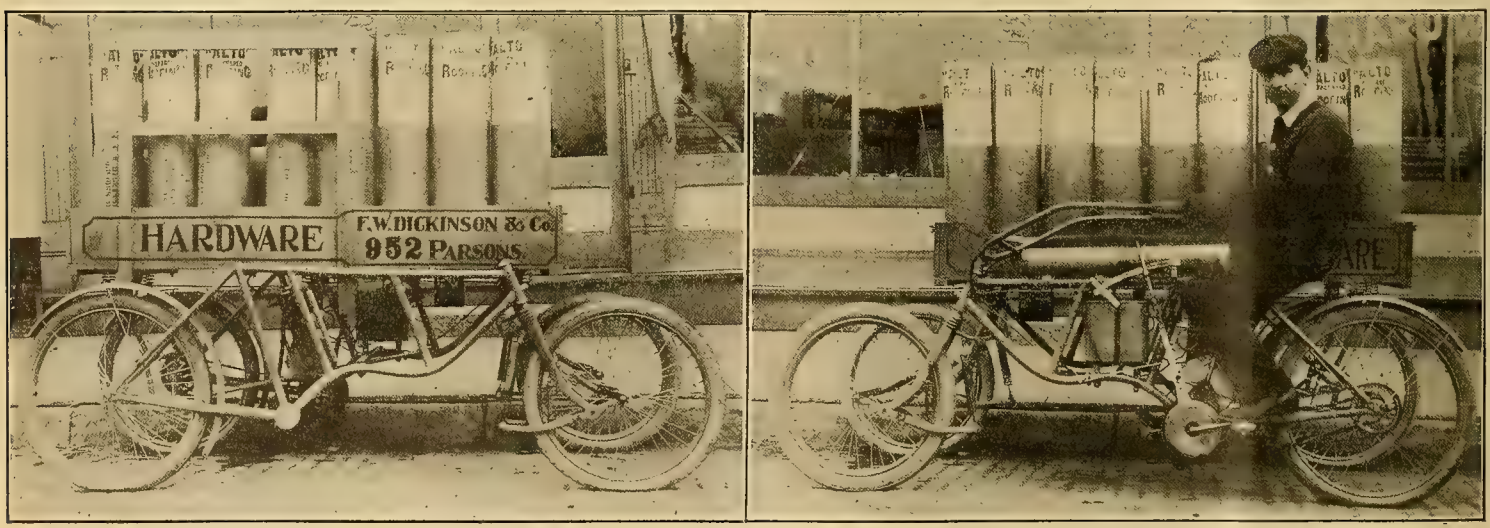
We are prone to cant upon its sporting proclivities simply because of its peculiar adaptation to our inclinations in this direction, but



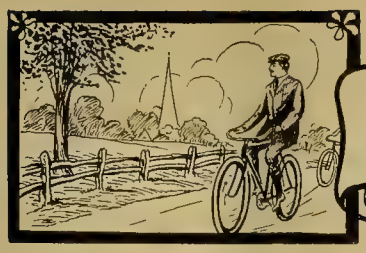
its range of usefulness is wider—much wider than this somewhat narrow conception. Road inspectors, telephone and telegraph inspectors and linemen, rural mail carriers, physicians and many others find the motorcycle not only adapted to their purposes, but inexpensive, expeditious and economical; and its utility will increase with the years.

And not only in the field of sport and commerce is the influence of the motorcycle felt with ever increasing force, but even in that most exacting of all occopations—war—it commands attention by its swiftness, compactness, and power. The United States Army has experimented with it in a small way, while the great armies of Continental Europe are establishing separate corps of express riders, mounted upon the speedy motorcycle; scouts and dispatch riders race at high speeds over roads and lanes, over mere footpaths and even the open fields, hopelessly outdistancing the old-fashioned cavalry; in emergency cases substantial reinforcements can be transported to points fifty and even a hundred miles distant at a speed scarcely equaled by an ordinary railroad train, and battles may be won or lost, and the fate of nations decided by the timely arrival of the men mounted on that most modern vehicle, the motor-driven bicycle. No man can say at this time to what great heights of importance and influence the motorcycle may not attain.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., New York.



"THE WHEEL, LOOK YOU, FURTHERS A MAN ON HIS ROAD AND FURTHERS HIM IN HIS WORK"



SUNDAYS AWHEEL



By QUINCY KILBY.

"Papa," said my little daughter to me one morning when I came to breakfast dressed in my bicycling suit, "is it Sunday?"

"No dear, today is a holiday."

"What you got your Sunday clothes on for?"

The bicycle has done more to break the gloomy walls of the Puritan Sabbath and send people out from the cities into the heart of nature than any other agency. Please do not misinterpret my use of that word "agency." I am not exploiting any one person's business, however closely connected with bicycling and pleasure. I am simply dreaming of those glorious Sundays on the wheel, so filled with joy and ozone and companionship, with freedom and health and love of nature. The thirsts we used to accumulate—good spring-water thirsts, not the kind you mean; the appetites we exploited in many a country tavern; the sanguinary sunburn, proudly borne to business on Monday; the luxurious loafing on seductive swards; the bounteous blossoms of the sumptuous summer and fragrant fruitage of abundant autumn; these, all these were the gift of the whirling wheel, the boon of the persevering pedal.

I never went to ride on a Sunday, when on my return I was sorry that I had gone. I might be sorry for the way that the weather had behaved, but I was conscience-free from responsibility on that score. I have had companions who felt that it was somebody's fault that it stormed, but I can lay my hand on my heart and solemnly aver that at no time did I ever have anything to do with influencing the weather.

With one eye on the sky and the other on the roads I yearly awaited the approach of the first of March. When it came I would say: "Today is the first day of spring." Straightway I would be overwhelmed with a deafening chorus of "Well, I guess not." "We'll have a good many weeks of winter yet." "Don't you change your underclothes yet." "Huh!" and other phrases of like ilk. Now tell me. If on the first of June I claim that summer has begun, not a soul objects. If on September first I announce the advent of autumn, no one says me nay. I am allowed to proclaim the initial day of December the opening of winter, but March first for spring? Huh! Why this difference?

Every ridable Sunday in every year a few of us would meet and wheel out into the country. We were accustomed to allude to ourselves as "choice spirits," but I doubt if anybody else ever used the word "choice" in speaking of us. We chose each other principally for the reason that we couldn't get anybody else. Still, we had a higher opinion of one another than any of us deserved, and at times we semi-publicly announced our liking—a species of epi-taffy, as it were.

In the later spring we cycled far afield, looking for cowslips—and for sideslips too, going around the corners. We knew the haunts of the violet and the water-cress.



HO! FOR BOYHOOD'S HAPPY HIGHROAD

the daisy and the wild strawberry. I am speaking of days gone by, when none of us was more than forty-nine and the fire of youth still leaped in our veins and sparkled in our eyes.

We had a definite and distinct purpose in our riding, a praiseworthy and commendable aim. We rode for fun. Some sound the praises of exercise, some are partisans of speed, some seekers after mileage, while others are pioneers of exploration and discovery. We sought only enjoyment and lo, it was there for our finding.

Oh, but the sympathy and good-fellowship of our little coterie! If a man punctured his tire, we others sat on the grass beside him and watched him mend it, while each offered his own separate and unconvincing advice. With tears in my eyes do I remember the Sunday when Jack Fecitt from a sudden attack of sciatica was obliged to retire from our ranks at Andover and take the train for home, and how feelingly we called out to him: "Good-bye, Jack. We hope you drop dead."

Every year on July third a small party of us would leave Boston soon after noon and ride to Plymouth over roads begun by the Pilgrim Fathers long before Abbot Basset rode a bicycle and all the world was young. The way teemed with history and romance, with poetry and Neponset. In Quincy (pronounced Quinzy, and I know it) we passed the church in which two Presidents of the United States are buried. Farther on our path touched the rim of Accord Pond, within whose cramped confines the boundaries of three towns meet. Queen Anne's Corner and Hanover Four Corners attracted us by their quaint nomenclature. Although we crossed a part of clam-growing Duxbury, no sight of the salt water gladdened our eyes until Kingston was conquered and the spires of Plymouth burst upon our view. Then the ocean shimmered and glittered to the north of us, making a silver back-ground to the tall monument to Miles Standish, the sturdy forefather of ours who let another man prattle his goo-goo and pinch his girl.

As we entered Plymouth we were halted by the Pilgrim Spring, which lies literally in the gutter, but a few inches above the bottom, but spouts a spurting stream of cool and cloudless water whose taste is pure as purity and color clear as crystal. We drank from a battered tin can, lying on a nearby rock, but the can is as clean as the water is refreshing. The Samoset House was our Mecca, perhaps because it was the first hotel we came to. Anyway, we have a deep regard for that homelike hostelry on account of many happy "nights before" that we have spent there. One of our favorite discussions beneath its roof has never been satisfactorily settled. Perhaps some reader of the Bicyling World may be able to inform us. Was it in 1492 or 1620 that Columbus discovered Plymouth?

The first landing-place of the Pils shares with other American cities the honor of being on the evening of July third the home of nervous, noxious, needless, naked noise. Of explosion, execration and explanation. Of desecration, desperation and darnation—George, will you please close the dictionary? I am sitting in the draught.

By securing rooms in the rear of the hotel, facing the Faith Monument, we were able to ensure a good night's rest. That is called the Faith Monument because the



SUNDAYS AWHEEL—LEAVING THE TOWN BEHIND

Pilgrim Fathers had small Hope and no Charity. Faith is a beautiful thing. It makes millionaires—of those who find it in other people.

At the dedication of the monument in 1889 the principal speakers were John Boyle O'Reilly and Booker T. Washington. The meeting of these two gentlemen, though unnoticed at the time, was an anachronism. And why, George, was it an anachronism? Because it was a moving picture and moving pictures were not invented until seven years later. That will do, George; you may go.

We arose early on the morning of the Fourth, inspected the parade of Fantastics and pedaled merrily homeward by a longer but more beautiful route, along the coast. Duxbury showed us the summer home of one of America's most successful actresses, the late Fanny Davenport. Marshfield displayed the estate of Daniel Webster. At Scituate we drank from the Old Oaken Bucket, which hangs in the same old well, about which the song was written. Across a bridge we rode and turning to the left skirted a beach whereon lay bleaching huge quantities of Irish moss and arrived at last at Aunt Mary's, the scene of many a happy and hilarious dinner.

Some of you know Aunt Mary's. More of you should do so. We entered the house by way of the kitchen and washed our faces and hands from a tin basin in the sink, using the soap that comes from groceries, not drug stores. The old lady greeted us heartily and shook hands with all and we sat down to her well-cooked dinner, augmented with many vegetables fresh from her own garden and increased by a plentiful supply of lobsters, fresh from her own ocean. After dinner we would lie beneath the tree in the back yard and play with the multitudinous dogs of the house or gaze in silence on the azure sea.

Sometimes we went down to the breakwater and took a dip in the clear and cold Atlantic. Don't you remember that Sunday when on our return from the Wheel About the Hub, Marriott Morris and Teddy Rothe stripped to the buff and dived in? And how surprised we were to see Teddy bare? George, if you don't keep quiet I shall send you to bed.

Returning homeward the first item of interest would be Dreamwold, the country estate of Thomas W. Lawson, the Man Who Thinks He Did. I remember that one Fourth of July we saw him sitting in solitary state beneath a tree in his front yard, clad in white and imagining that he looked like the familiar picture of Daniel Webster.

Next came Cohasset, where adjoining the station we saw huge buildings labeled Hanlon Bros. Studios and knew that within their mysterious interiors were conceived and constructed the scenery and paraphernalia of all children's friends, the perennial pantomimes of "Superba" and "Fantasma."

Then the Jerusalem Road, with its costly summer homes and its wonderful views of the ocean. Hingham and Weymouth and Quincy and Milton and home. A two-days' tour of scenery and legend, of interest and pleasure that it would be hard to equal. And the bicycle gave it to us.



AT CAMP MEETING, NEAR A NEW YORK TOWN

The Sundays awheel run into the hundreds as I look back. Accidents, breakdowns we had, but they are forgotten in the glorious vista of happiness and hurrah, of gayety and glee. It was in Sutton one Sunday that we saw the old church, above whose portal is inscribed: Organized in 1790. Then said Good Master Young: "If it was organized in 1790, I wonder when it was pasteurized?" Frivolous boy!

Oh, that Sunday in June, 1900, that Charley Copeland and I spent at the Old Homstead in Swanzey, N. H., the guests of Denman Thompson and his family. We had wheeled up from Boston with the intention of returning on Sunday, but the hospitality accorded us was so genuine and alluring that we loafed the day away in slothful ease and returned home by train on Monday. Again, in May, 1904, in company with Gus Nickerson and his son, Howard, I glorified a Sunday by a call on Joseph Jefferson at his summer home, Crow's Nest, on Buzzard's Bay. It was the last summer of the veteran actor's life. He had trodden the boards for the last time, though no one knew it then. Tom Jefferson, an old friend of mine and now his father's adequate successor on the stage, took us to the house, where we found the famous Dutch painter Blommers making a visit. We all adjourned to the studio where Mr. Jefferson had practised his second profession and spent a merry half hour, looking over the actor's paintings and listening to his stories. A day to be marked with a white stone and one we should not have had without the bicycle.

Going back more than twenty years I call to mind a party of six, who took a wheeling trip to the Woodland Park Hotel. Alexander Salvini was one, and E. M. Holland, Annie Russell, Eugene W. Presbrey, my wife and myself. Salvini mixed us a wonderful salad dinner and the day flew by as such days do, short while they last, but, oh, great to remember. And other Sundays—and other Sundays—I am only thankful that I appreciated them at the time. I look back upon them without regret and face the future with a hope for more.

There was one particular year when every Sunday in March was ridable. Four of us rode together that year, all of the same Sunday school— What's that? Well, aren't the Sundays cool in March? George, there is a project on foot to revoke your license.

I had to try a tricycle before I resolved to buy a bicycle. By the way, Alf Hudson says that a thing with five wheels is a V-hicle. When I first took my three-wheeler out for a spin they used to put up wooden horses at each end of the street with the sign, Steam Roller at Work. But when I attained the flitting fleetness of the bicycle I was triumphantly titled by the Biddies on the block, "Thim Cyclones." In my day I have made some records that have never been published. I once beat Old War Horse Billy Rhodes out of sight, and he had a puncture and I had none. I have at times arrived at a spot some five feet in advance of my wheel, which shows that no matter how swift my bicycle I was able at times to surpass it. Such is the power of merit over machine, of head over handle-bars.

My conception of an ideal fortnight's vacation is to start out with a companion (I know several I could trust my happiness to) for a wheeling trip through the White Mountains, continuing on to the Rangeley Lakes and across to Moosehead. Mountain, lake and forest scenery, appetite and solid sleep. Vigor, enjoyment and achievement, and a speaking acquaintance with many dogs. And after returning home, an opportunity to throw out one's chest, swell around and pose. Can you do as much with your vacation?

If you make a man better physically you make him better mentally. If you clear up his mind you clean up his morals. I rode one Sunday with a man who afterward embezzled an entire estate and was sent to jail. The outdoor exercise had sharpened his wits and made him quick to grasp his opportunities. The bicycle is a truly wonderful invention. Those who do not already know that the following lines were written by the poet Whittier will never be convinced of it:

The man who never rides a wheel,
Is apt to lie and cheat and steal.
But he who rides it all the time,
Will never be took up for crime.

By the way, I have found out the answer to my historical question. It was not Columbus who discovered Plymouth. It was Americus Vest-pocket.

Know anyone interested in or whom you would like to interest in cycling or motorcycling? Of course you do. Then why not send him (or her) a copy of this issue of the Bicycling World and Motorcycle Review? Can you invest 10 cents to better advantage? * * *

The Bicycle as a Heart-Curative

When Alvah A. Adee, the Second Assistant Secretary of the United States, sailed from New York last week, bound for Havre, France, he delivered himself of a sermon, the doctrines of which should be published and scattered broadcast throughout the land. It



HON. ALBERT A. ADEE

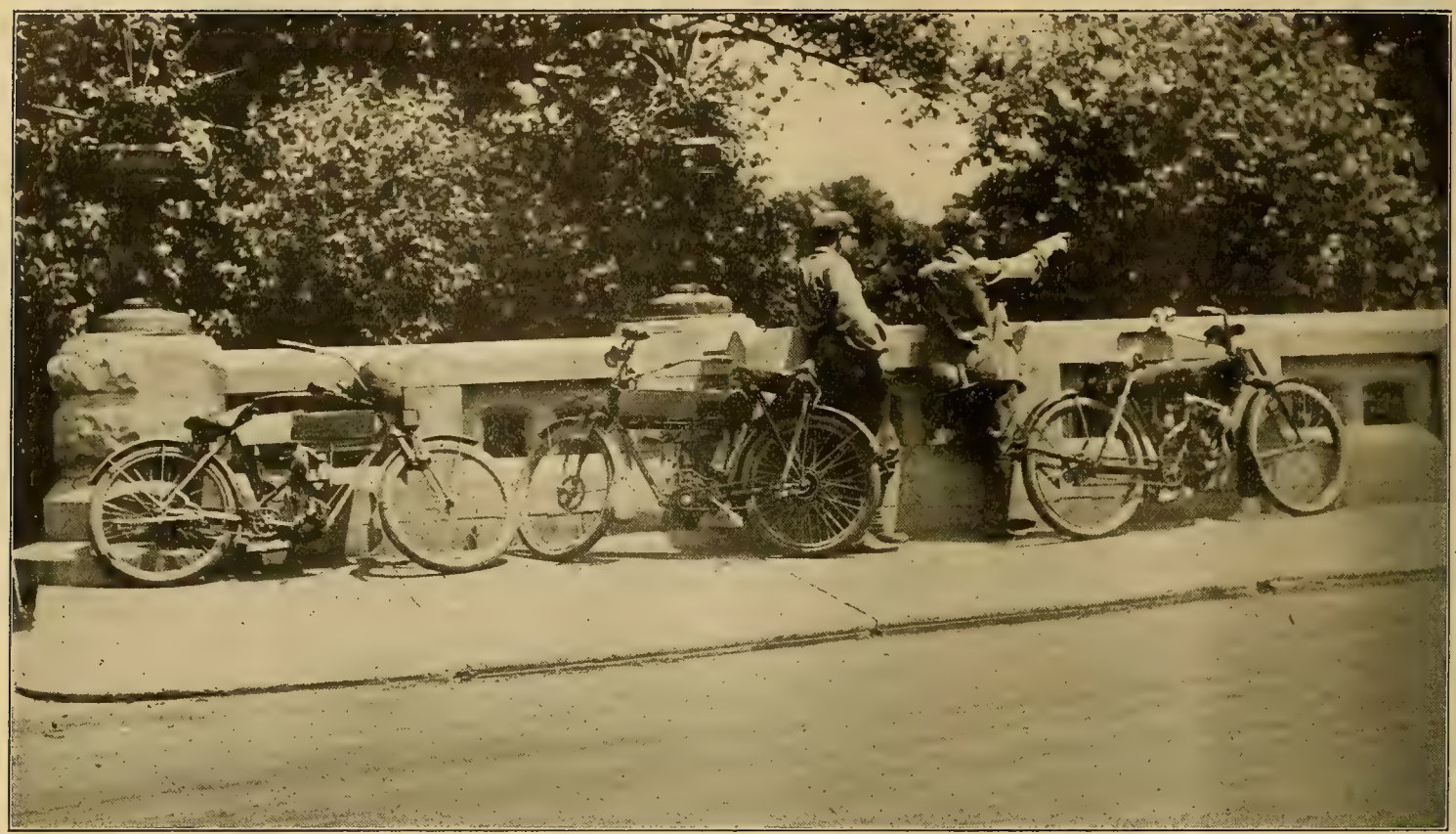
was a brief talk about the remarkable benefit he had derived and was still deriving from bicycling.

As was briefly stated in last week's Bicycling World, Secretary Adee sailed for Europe to enjoy his annual vacation, which for the last ten years has taken the form of a six weeks' bicycle tour through some section of the continent. For several years Mr. Adee, who is one of the notably "big" men at Washington, has been accompanied on his bicycle pilgrimages by American Consul-General Thackera, and Mrs. Thackera, who are stationed in Berlin, and who will accompany him as usual on the forthcoming occasion, when the tour will comprise about six weeks' easy riding through Southern France and parts of Southern Germany.

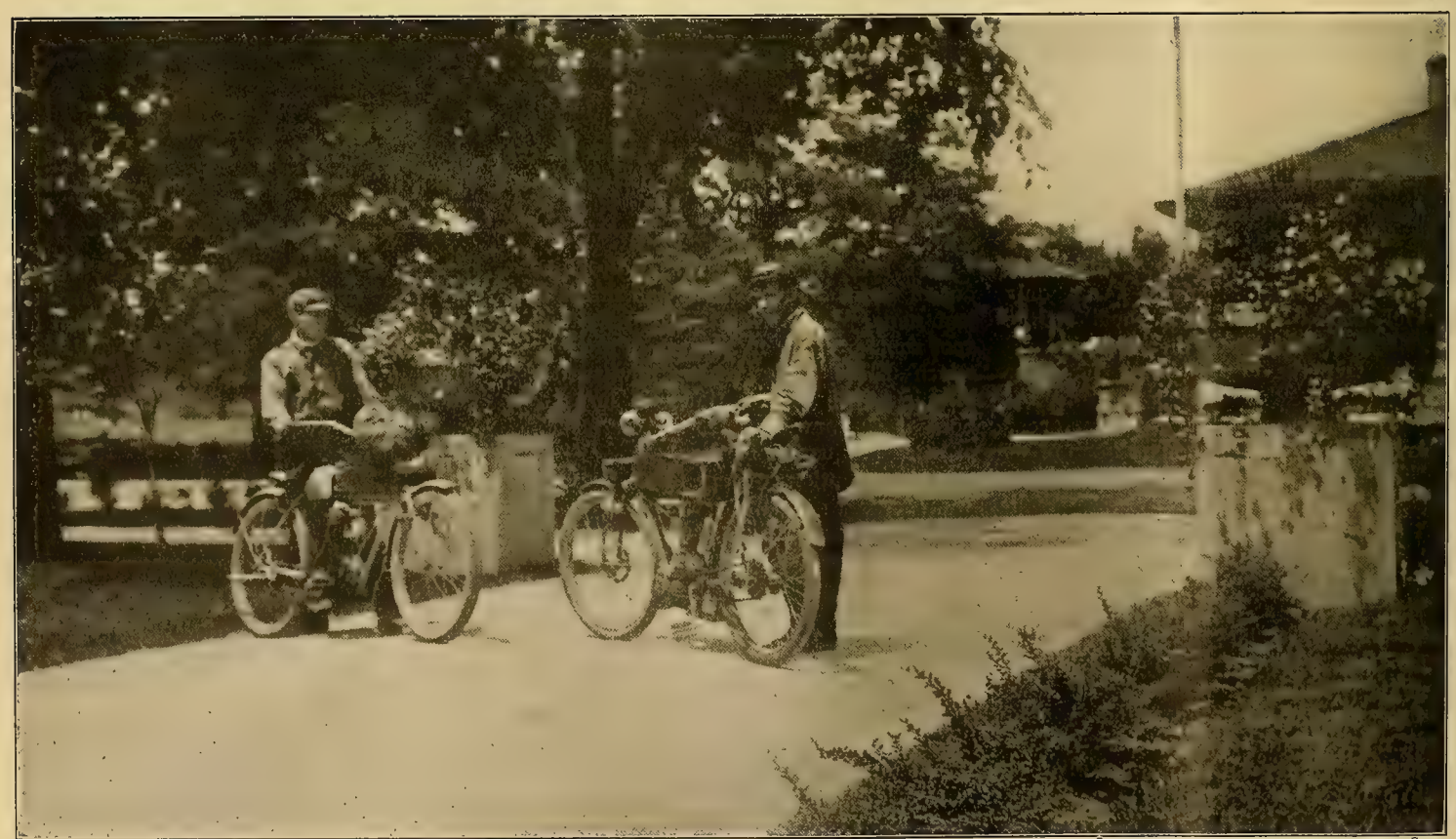
"I am a great believer in the bicycle as a health preserver for men getting along in years," said Mr. Adee just before sailing. "To my mind it is far better than John D. Rockefeller's golf, because one can ride at any time and any place, and enjoy a constant change of scene."

Mr. Adee then interestingly told why he took up cycling, about ten years ago.

"I was troubled with my heart at that time quite badly," he said, "and found that cycling benefitted me greatly. I followed the exercise regularly, not in a strenuous, but in a safe and sane manner, and now the heart trouble has practically disappeared. I attribute this cure, which might be called an unusual one, I suppose, directly to riding a bicycle. For several years past I have enjoyed long rides in Germany and France. Besides benefitting my health I have been able to get off the common paths of travel, and become better acquainted with lands and people than I should have by traveling in the ordinary way."



The Public Park Holds Interest for the Tourist.



The Tourists Loath to Leave the Beauty Spot.

Motorcycles for Medical Men

The Testimony of Two of Them

By DR. F. C. DOLDER, St. Charles, Minnesota.

Getting there and back again—in this the motorcycle has the laugh at them all. My patients telephone me from the country, "Can't you come on your flying machine, doctor?" and, behold, I am at the bedside of the patient before the telephone receiver is hung up. That is the trouble with the motorcycle; one gets the speed mania. On a dry ordinary dirt road, not too stony or uneven, one can travel at the rate of 30 to 40 miles an hour. This can't be said of the automobile.

To my way of thinking the motorcycle and the automobile compare about as follows:

MOTORCYCLE VS. AUTOMOBILE.

	Motorcycle.	Automobile.
Classification.	Light weight, biped monorailer, great saver of power, wear and tear.	Heavy, clumsy quadruped, white elephant, 4 feet at 4 ever-changing levels; great loss of power, wear and tear.
Life.	Long-lived.	Subject to general debility early.
Vital organs.	Little predisposed to grave disorders.	Predisposed to expensive major operations at the machine shop hospital.
Heart.	In case of heart failure, disconnect engine, turn on foot power.	Call ambulance, chains and ropes; "dig up" and get the laugh.
Metabolism.	Normal absorption of oil and gasoline.	Deranged, fever high and wrinks like a fish.
Feet (tires).	Long-lived, tetanus occasionally, use antitoxin early, prognosis good, $25 per pair.	Short lived, susceptible to perforating ulcers and cancers; prognosis bad; $200 per set, price advancing.
First cost.	Sane.	Insane.
Second cost.	Normal.	An octopus monster.
Investment and Economy.	Good.	Poor.

Look at the picture: I am called to see a patient in a neighboring village ten miles away. She had her first pain. I'll be there before she has the second one. When I come to the house of my patient I remove that duster, coat, cap and gloves and I'm presentable at any court. I left the dust behind me.

That is why you never lose presence of mind. That is what makes the motorcycle safer than other vehicles. Being a monorailer, it gives you better choice and control of the road and better command of yourself and machine than can be enjoyed on any other vehicle that travels on terra firma. Then, too, this monorailer stirs up an enthusiasm that can be equaled only by flying in an aeroplane. It is an enthusiasm that we all need. A good motorcycle is no burden, and when it gets seriously sick on the road it can be wheeled or pedaled along as easily as a bicycle after the engine is disconnected. You need not call for a team of horses; you need no hydraulic jacks, no wrecking crew. The ride on a motorcycle is not to be compared to the rough, laborious and dusty ride on a bicycle.

Don't shy of the motorcycle because it is a biped monorailer; that is the up-to-date feature and that is what makes the motorcycle the king of the road. On a motorcycle, your eyes are watching the road and your hands and feet are in constant relation with the mechanism of control and balance.

My experience with a motorcycle as a business proposition and recreation has been extremely satisfactory. It has proved a good investment, a money- and time-saver, and not until the automobile does away with its expensive tires and troubles, its complicated machinery, its great weight and its short life can it be a good investment for the country doctor.

I ride a twin-cylinder 6 horsepore chain-drive Thor in a hilly country with sand in the low places. The fine workmanship, the leverless grip control, the pneumatic ball-bearing spring fork, the economy of space and symmetry of design on this machine are superfine, and I have yet to find sand deep enough and a hill steep enough to kill the engine on my cycle.

Doctor, if you are not too old and crippled with rheumatism, buy a good motorcycle and enjoy your trips into the country in a way you never dreamed of. Keep the horse for muddy roads and snowdrifts.

By DR. F. T. RUCKER, Mott, North Dakota.

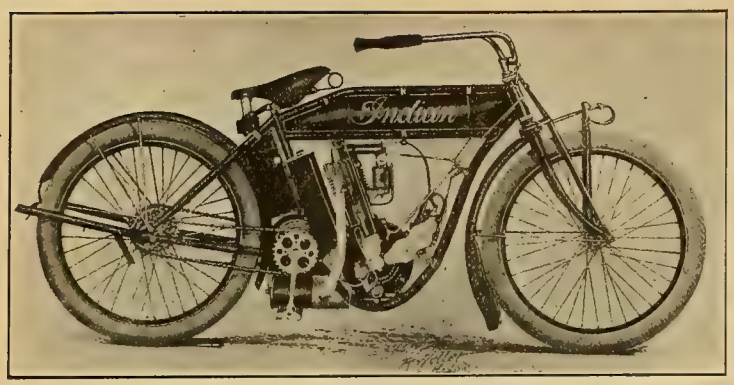
Being disgusted with the trouble and expense incident to keeping horses, in the spring of 1909 I sold my teams and buggies and purchased a three and a half horsepower single-cylinder motorcycle and used it entirely in my practice. During 1909 I drove it over 2,000 miles at about one cent per mile with a repair bill of only $1.85.

To say that I am pleased with the machine is expressing it very mildly. Calls that used to be hard work are now pleasure trips and there is a fascination and recreation about the riding of a motorcycle that I never found in any other sport. I can make my trips much quicker than with a team and I have more time in the office. I can go anywhere that there is a path at all, and, in case of emergency, can cross the prairie at a pace of 18 to 20 miles an hour, while on good roads I can easily run 30 to 40 miles an hour.

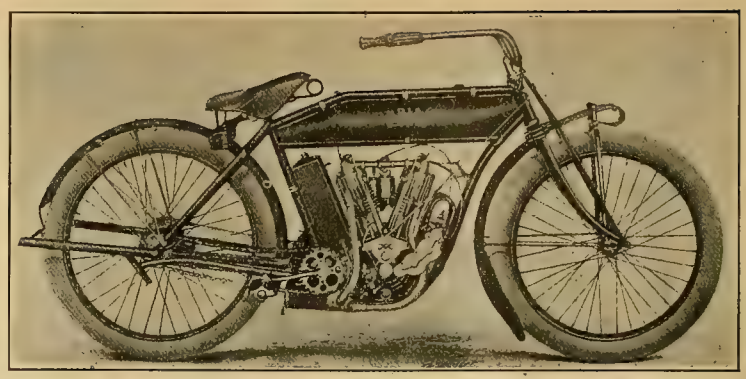
I always take entire care of my machine; I find it far less work, and work that I like better, than caring for horses. When weather prevents the running of the motorcycle I, of course, have to hire a team, but find that even so the cost the year around of using the motorcycle and hiring horses when necessary is far less than keeping a team of my own and on the whole is many times more satisfactory.

Country Editor's Opinion of the Motorcycle

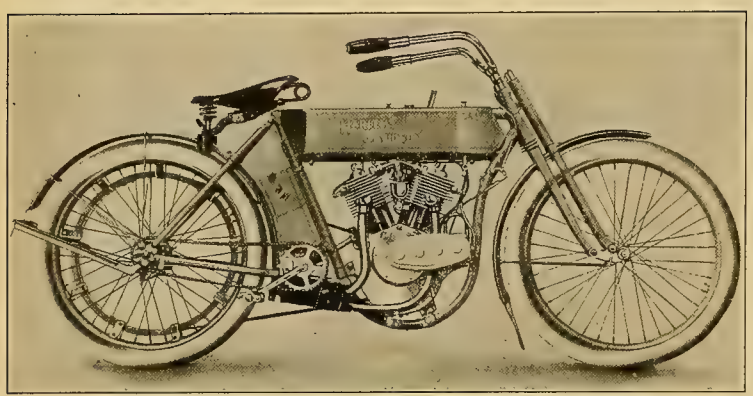
"To those who have never ridden a motorcycle we might say that it is much like riding a cross between a scenic railroad and a bucking broncho," writes the editor of the Winamac (Ind.) Republican, who himself is a motorcyclist. "For speed, the swiftest automobile is like an ice wagon compared with the motorcycle. For real hair raising nerve testing, for swiftly moving picture panorama of the country, for economy of travel and for healthful exercise that brings into play every muscle, and sets every nerve to tingling with health and life, a motorcycle ride over a stretch of a few hundred miles of country roads will fill the bill better than any other contraption yet contrived by God, man or the devil."



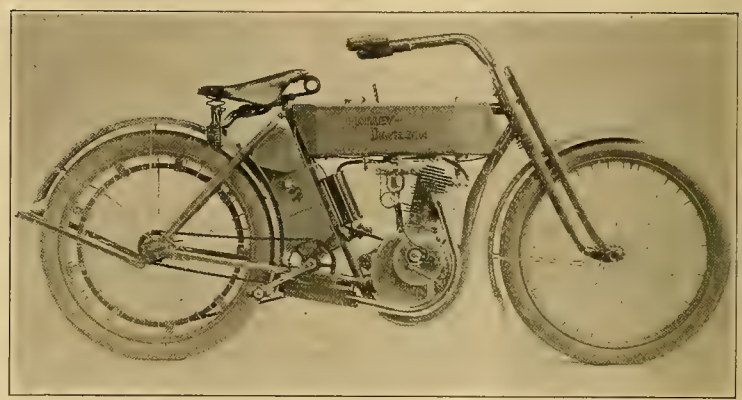
4 HORSEPOWER INDIAN, $250



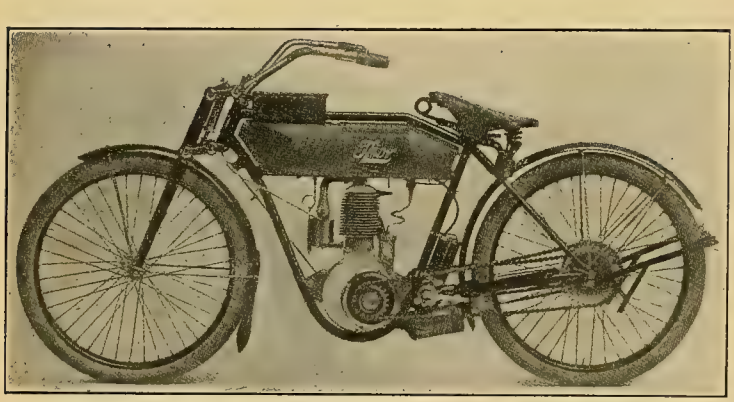
5 HORSEPOWER INDIAN TWIN, $275



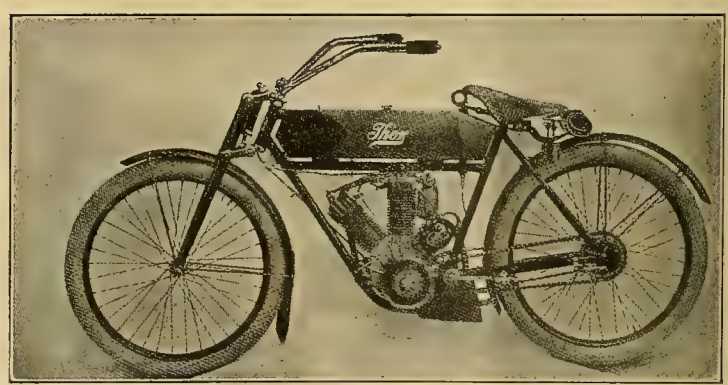
7 HORSEPOWER HARLEY-DAVIDSON TWIN, $300



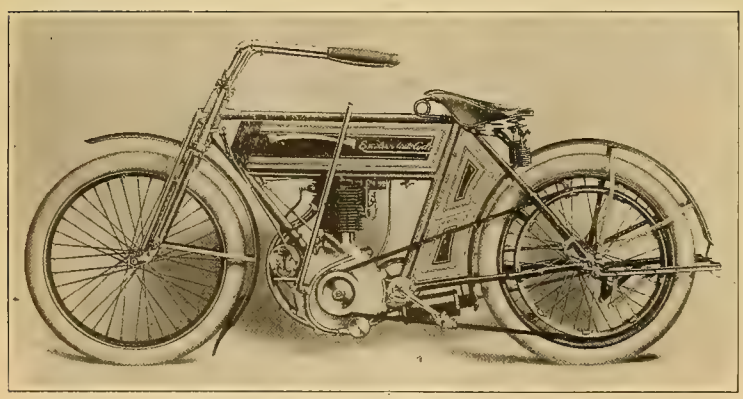
4 HORSEPOWER HARLEY-DAVIDSON SINGLE, $210



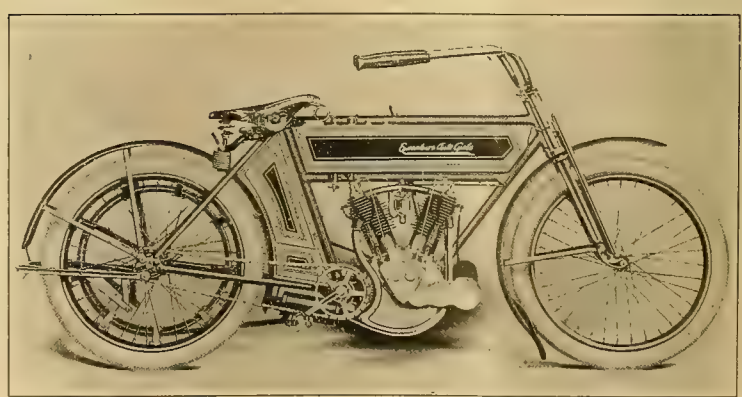
4 HORSEPOWER THOR SINGLE, $250



6 HORSEPOWER THOR TWIN, $275



4 HORSEPOWER EXCELSIOR SINGLE, $250



6 HORSEPOWER EXCELSIOR TWIN, $300

Motorcycles and Their Meritorious Features

Indian Motorcycles. Manufactured by the Hendee Mfg. Co., Springfield, Mass. Made in 4 models; 2¾ horsepower single, $200; 4 horsepower single, $225; 5 horsepower twin, $275; 7 horsepower twin, $325.

General Specifications—Frame, 19 inches. Wheelbase, 2¾ horsepower single and 5 horsepower twin, 53 inches; 4 horsepower single and 7 horsepower twin, 55½ inches. Wheels, 28 inches. Tires, G & J 2½ inches. Saddle, Brooks. Pedals, Standard rubber. Forks, Indian cradle spring. Transmission, double roller chains on all models. Motor, Hedstrom; 2¾ horsepower single, 2¾x3¼, 19.30 cubic inches displacement; 4 horsepower single, 3¼x3 43-64, 30.46 cubic inches displacement; 5 horsepower twin, 2¾x3¼, 38.61 cubic inches displacement; 7 horsepower twin, 3¼x3 43-64, 60.92 cubic inches displacement; mechanical valves throughout, ball bearings on main shaft. Control, Indian double grip system. Carburetter, Hedstrom. Ignition, Bosch magneto. Lubrication, Indian mechanical oiler, with auxiliary hand pump. Brake, Corbin-Indian band. Tanks, separate; capacity, 2 gallons gasolene and 2 quarts oil. Weight, singles, 155 pounds; twins, 175 pounds. Finish, Indian blue.

Options—On 2¾ horsepower single, battery ignition with two cells and special coil. On 4 horsepower single, battery ignition with two cells and special coil; belt drive with flat belt and Indian reduction gear in rear wheel; two speed gear and foot boards instead of pedals at extra cost. On 7 horsepower twin, two speed gear and footboards instead of pedals at extra cost. On all models, Indian red or green finish; Mesinger saddle; G & J 2-inch tires; Indian dropped bars at extra cost.

Emphasized Features—Reinforced frame; cradle spring fork, ball bearing engine and high efficiency; large valves and design of valve actuating mechanism; mechanical oiler and centrifugal distribution of lubricant; large tank capacity with large filling nozzles and shut off valve; two speed gear; Indian chain and belt transmission systems; low saddle position; accessibility of parts.

Harley-Davidson Motorcycles. Manufactured by the Harley-Davidson Motor Co., Milwaukee, Wis. Made in 2 models; 4 horsepower single, $210-$250; 7 horsepower twin, $300.

General Specifications—Frame, 19 inches. Wheelbase, single, 55 inches; twin, 57 inches. Wheels, 28 inches. Tires, G & J 2½ inches. Saddle, Troxel. Pedals, Standard rubber. Forks, compound spring. Transmission, 1¾ inch flat belt. Motor, Harley-Davidson 4 horsepower single, 3 5-16x3½, 30.17 cubic inches displacement; 7 horsepower twin, 3⅛x3½, 53.38 cubic inches displacement; automatic inlet valves throughout. Control, double grip. Carburetter, Schebler. Ignition, Bosch magneto. Lubrication, sight feed. Brake, on single, Thor; on twin, Corbin band. Tanks, combination type; capacity, gasolene, 2 gallons; oil, 3 quarts. Weight, single, 165 pounds approximate; twin, 180 pounds. Finish, French gray with carmine striping.

Options—On single, 26 inch wheels, battery ignition with 3 cells and Thordarson coil. All models, M. & W. or Kokomo tires, Persons or Mesinger saddles.

Emphasized Features—Strong frame and fork construction; large steering head fittings; extra heavy handlebars with double stems; low saddle position; large valves and exhaust tubes; quickly interchangeable ignition system; large tank inlets; flat belt transmission only; exclusive sector type belt idler; spacious tool compartment.

Thor Motorcycles. Manufactured by the Aurora Automatic Machinery Co., Aurora, Ill. Made in 3 models; 3¼ horsepower, single, $200; 4 horsepower, single, $250; 6 horsepower, twin, $275.

General Specifications—Frame, single, 19 inches; twin, 21 inches. Wheelbase, 53¾ inches. Wheels, 28 inches. Tires, G & J 2½ inches. Saddle, Troxel. Pedals, Standard rubber. Forks, Thor pneumatic. Transmission, ball bearing internal gear and roller chain. Motor, Thor; 3¼ horsepower single, 2¾x3¼, 19.30 cubic inches displacement; 4 horsepower, single, 3¼x3⅜, 29.86 cubic inches displacement; 6 horsepower, twin, 2¾x3¼, 38.61 cubic inches displacement; automatic inlet valves throughout, roller bearings on main shaft. Control, double grip. Carburetter, Thor. Ignition, battery, 3 cells and Pfanstiehl coil. Lubrication, Thor exclusive dual system, gravity and mechanical centrifugal pump. Brake, Thor multiple disc. Tanks, combination type; capacity, gasolene, 5½ quarts; oil, 3 pints. Weight, 3¼ horsepower, single, 140 pounds; 4 horsepower, single, 170 pounds; 6 horsepower, twin, 160 pounds. Finish, 3¼ single, black; 4 single, blue; 6 twin, black.

Options—On 3¼ horsepower single and 6 horsepower twin, magneto ignition, larger tanks, French gray finish, M. & W. tires. On 4 horsepower single, M. & W. or Kokomo tires.

Emphasized Features—Roller bearing engine; Thor internal ball bearing geared transmission; copper tanks; dual oil system with Thor centrifugal pump; pneumatic spring fork; muffler tail pipe; large brake surface.

Excelsior Motorcycles. Manufactured by the Excelsior Supply Co., Chicago, Ill. Made in two models; 4 horsepower single, $225-$250; 6 horsepower twin, $300.

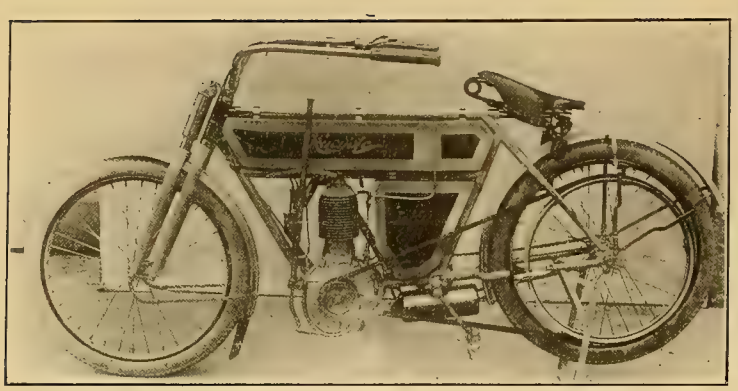
General Specifications—Frame, 21 inches. Wheelbase, 4 horsepower single, 55 inches; 6 horsepower twin, 54½ inches. Wheels, 28 inches. Tires, Kokomo, 2½ inches. Saddle, Excelsior. Pedals, Standard rubber. Forks, compound plunger. Transmission, 1⅝ inch flat belt. Motor, Excelsior; 4 horsepower single, 3 5-16x3½, 30.50 cubic inches displacement, automatic inlet valve; 6 horsepower twin, 3x3½, 49.48 cubic inches displacement, mechanical inlet valves. Control, double grip. Carburetter, Schebler. Ignition, Herz magneto. Lubrication, Automatic force feed by mechanical pump. Brake, Musselman. Tanks, combination type, capacity, single, 2 gallons gasolene, 3 pints of oil; twin, 2¼ gallons of gasolene, 3 pints of oil. Weight, single, 180 pounds; twin, 200 pounds. Finish, gray with red panels and striping.

Options—Battery ignition on 4 horsepower single, with 3 cells and coil; 26 inch wheels. On 6 horsepower twin, 54½ or 56½ inch wheelbase; all models, M. & W. or G & J tires.

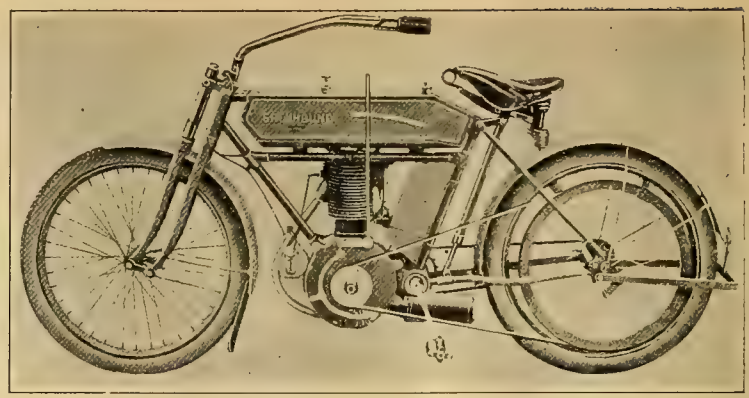
Emphasized Features—Low speed engine affording free engine effect; large bearings; variable inlet opening on single; compound plunger mechanical oil pump; copper tanks; flat belt transmission; air cooled brake; positive grip control; double stem handlebars and horizontal seat post; drop forged frame connections; spacious tool compartment.

Greyhound Motorcycles. Manufactured by the Greyhound Motor Works, Buffalo, N. Y. Made in one model; 4½ horsepower, $225.

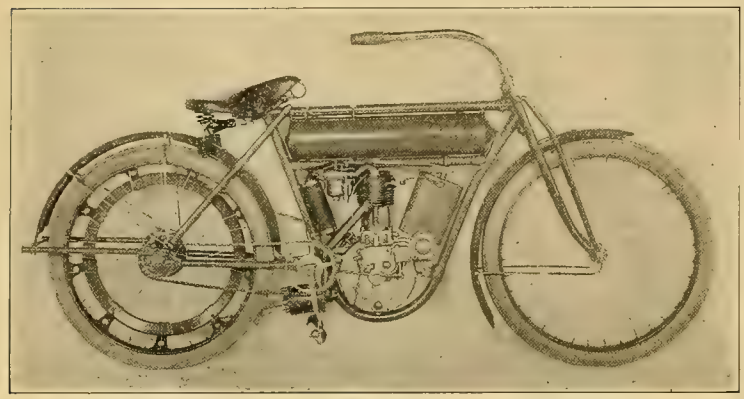
General Specifications—Frame, 21 inches. Wheelbase, 56 inches. Wheels, 28 inches. Tires, Kokomo 2½ inches. Saddle, Persons. Pedals, Standard rubber. Forks, Greyhound cushion, ball bearing. Transmission, rubber V belt. Motor, Greyhound; 3¼x3⅝, 30.07 cubic inches displacement; automatic inlet valve; large plain bearings, lower connecting road bearing split for adjustment. Control, double grip.



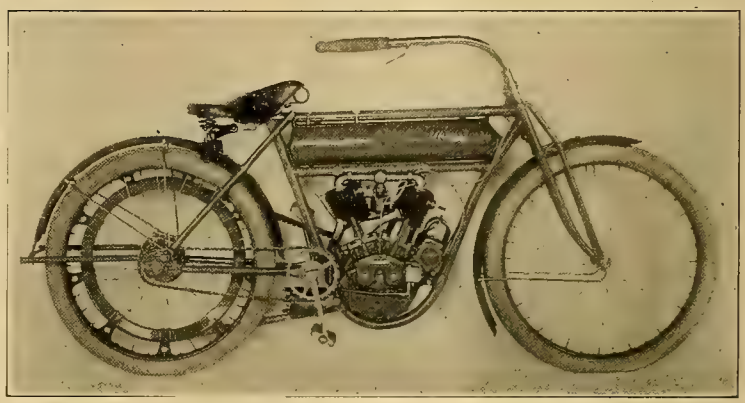
4 HORSEPOWER RACYCLE, $225



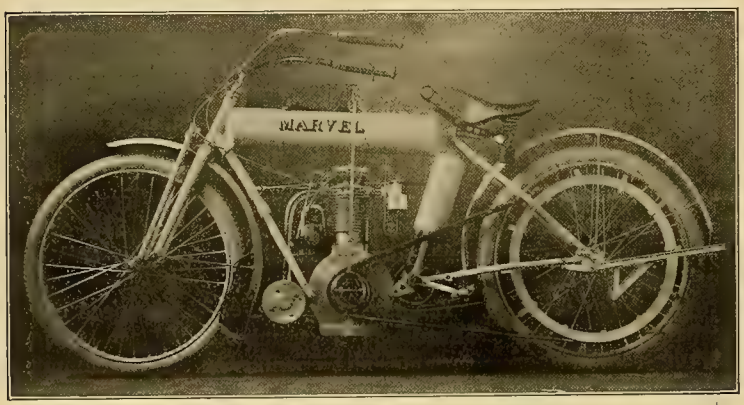
4½ HORSEPOWER GREYHOUND, $225



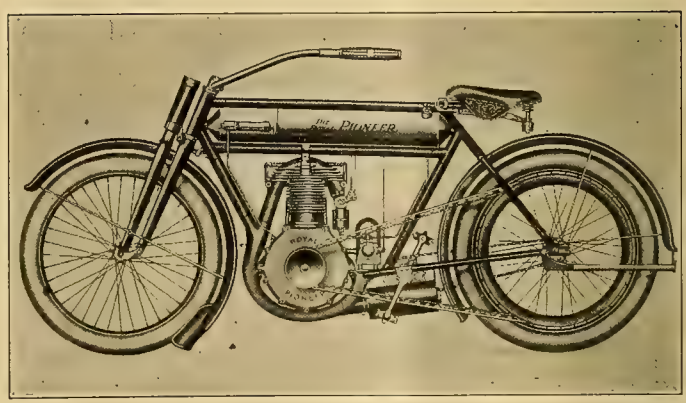
4 HORSEPOWER MERKEL SINGLE, $225



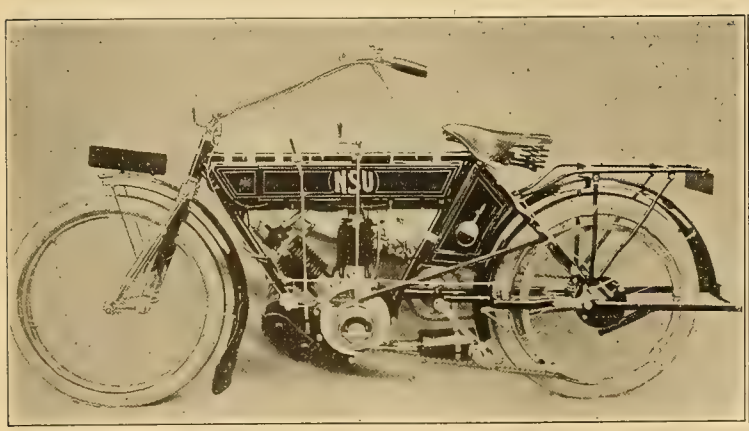
6 HORSEPOWER MERKEL TWIN, $300



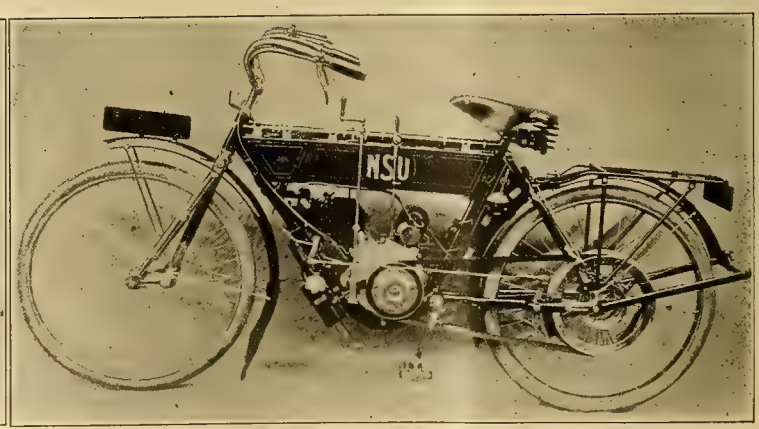
4—5 HORSEPOWER MARVEL, $225



4½ HORSEPOWER ROYAL, $265



6 HORSEPOWER N. S. U. TWIN, $360



2 HORSEPOWER N. S. U. SINGLE, $230

Carburetter, Greyhound. Ignition, battery, with 2 cells and special coil. Lubrication, gravity sight feed. Brake, Eclipse. Tanks, separate; capacity; 1½ gallons gasolene, ½ gallon oil. Weight, 180 pounds. Finish, gray, with blue striping.

Options—Magneto ignition at extra cost; flat belt with idler; any make of tires.

Emphasized Features—Exclusive Greyhound shock absorber seat suspension; Greyhound cushion fork; large engine bearings; flanged rear pulley for flat belt; batteries and coil contained in separate compartment of gasolene tank.

Racycle Motorcycles. Manufactured by the Miami Cycle & Mfg. Co., Middletown, O. Made in one model; 4 horsepower single, $225.

General Specifications—Frame, 22 inches. Wheelbase, 56 inches. Wheels, 28 inches. Tires, G & J 2½ inches. Saddle, Persons. Pedals, Standard rubber. Forks, compound plunger. Transmission, flat belt. Motor, Racycle; cylinder, 3¼x3⅜, 29.86 cubic inches displacement; automatic inlet valve; roller bearing main shaft. Control, double grip. Carburetter, B. & B. Ignition, battery, 2 cells and coil. Lubrication, gravity sight feed. Brake, Musselman. Tanks, combination type with separate compartments for fuel and batteries; capacity, 1½ galons gasolene, 1 galon oil. Weight, 225 pounds. Finish, black.

Option—V rubber belt.

Emphasized Features. Long wheelbase; large fork spring area; roller bearing engine; large muffler; large tanks and filler nozzles; reserve gasolene compartment; air cooled brake; wide guards; horizontal seat post.

Merkel Motorcycles. Manufactured by the Merkel-Light Motor Co., Pottstown, Pa. Made in 3 models; 4 horsepower single, $225-$250; 6 horsepower twin, $300; 7 horsepower twin, $325.

General Specifications—Frame, 19 inches; Wheelbase, 53 inches. Wheels, 28 inches. Tires, M. & W. 2½ inches. Saddle, Mesinger. Pedals, Standard rubber. Forks, Merkel truss spring. Transmission, rubber V belt. Motor, Merkel; 4 horsepower single, 3.43x3¼, 30.43 cubic inches displacement; 6 horsepower twin, 3¼x3¼, 53.82 cubic inches displacement; 7 horsepower twin, 3.43x3¼, 60.87 cubic inches displacement; automatic inlet valves throughout. Control, double grip. Carburetter, Merkel. Ignition, Bosch magneto. Lubrication, Merkel gear driven pump. Brake, Merkel band. Tanks, torpedo combination type; capacity, 1¾ gallons of gasolene, 3 pints of oil. Weight, single, 155 pounds; twins, 175 pounds. Finish, orange.

Options—Battery ignition on single, with special coil and two cells; Kokomo tires, royal blue finish.

Emphasized Features—Spring frame and fork; ball bearing motor; mechanical oil pump; frames, forks, engines, tanks and ignitions systems quickly interchangeable; adjustable pulley, two speed gear.

Royal Pioneer Motorcycle. Manufactured by the Royal Motor Works, Worcester, Mass. Made in one model; 4½ horsepower, $265.

General Specifications—Frame, 22 inches. Wheelbase, 56 inches. Wheels, 28 inches. Tires, Diamond, 2½ inches. Saddle, Persons. Pedals, Standard rubber. Forks, compound plunger, roller bearing. Transmission, leather V belt. Motor, Royal; cylinder, 3½x3.17, 30.40 cubic inches displacement; mechanical valves horizontally placed; ball bearing main shaft. Control, double grip Carburetter, B. & B. Ignition, Bosch magneto. Lubrication, centrifugal, through hand pump. Brake, Eclipse. Tanks, torpedo telescoping; capacity, 2 gallons gasolene, 2 quarts oil. Weight, 185 pounds Finish, black.

Options—26 inch wheels; any make of tires; any make of brake.

Emphasized Features—Large fork spring area; horizontal valves; ball bearing engine; centrifugal oiling system; shaft driven magneto; large muffler with expansion chamber combined in frame; ingenious tank design, with seamless construction; four-way adjustment on crank hanger with wide range; long handlebars double reinforced; horizontal seat post; wide guards.

N. S. U. Motorcycles. Imported by N. S. U. Motor Co., New York City. Made in six models; 2 horsepower single, $230; 3½ horsepower single, F. A. M. model, $250; 4 horsepower single F. A. M. model, $300; 3 horsepower twin, $275; 4 horsepower twin, $340; 6 horsepower twin, $360.

General Specifications—Frame, 20, 21 and 23 inches. Wheelbase, 2 horsepower single, 51 inches; 3½ horsepower single, 54 inches; 4 horsepower single, 54 inches; 3 horsepower twin, 53 inches; 4 horsepower twin, 57 inches; 6 horsepower twin, 57 inches. Wheels, 26 inches. Tires, M. & W., 2 horsepower single, 1¾ inches; 3½ horsepower single, 2½ inches; 4 horsepower single, 2¼ inches; 3 horsepower twin, 2 inches; 4 horsepower twin, 2¼ inches; 6 horsepower twin, 2½ inches. Saddle, Troxel. Pedals, rubber. Forks, N. S. U. pneumatic plunger. Transmission, 2 horsepower single, 3 and 4 horsepower twins, internal engine gear and rubber V belt; 3½ and 4 horsepower singles and 6 horsepower twin, direct, rubber V belt Motor, N. S U.; 2 horsepower single, 2 15-32x3 1-16, 18.50 cubic inches displacement; 3½ horsepower single, 3 5-32x3 5-32, 23.48 cubic inches displacement; 4 horsepower single, 3 11-32x 3 15-32, 30.50 cubic inches displacement; 3 horsepower twin, 2 1-16x2 15-16, 19.20 cubic inches displacement; 4 horsepower twin, 2½x 3 11-32, 16.41 cubic inches displacement; 6 horsepower twin, 3x3 17-32, 48.50 cubic inches displacement; 2 horsepower single, automatic inlet valve; all others mechanical valves; combination double ball and plain bearings. Control, levers on handlebars and top frame tube. Carburetter, N S. U. Ignition, magneto throughout. Lubrication, hand force pump. Brakes, N. S. U. band and belt pulley. Tanks, combination type; capacity, 2 and 3 horsepower singles, 1½ gallons of gasolene and 1 quart of oil; 4 horsepower and 3 horsepower twin, 1½ gallons of gasolene and 1⅗ quarts of oil; 4 and 6 horsepower twins, 2 gallons of gasolene and 1½ quarts of oil. Weights, 2 horsepower single, 108 pounds; 3½ horsepower single, 150 pounds; 4 horsepower single, 155 pounds; 3 horsepower twin, 125 pounds; 4 horsepower twin, 170 pounds; 6 horsepower twin, 175 pounds. Finish, black with dark green stripes.

Options—G & J or Peter Union tires; Troxel saddles; two speed gear and luggage carrier at extra cost.

Emphatized Features—Keystone frame construction; ball bearing engines with internal reduction gear; pneumatic forks; two speed gear; foot rests; horizontal seat post; wide guards; double brakes; enclosed magneto; large tool compartments; brass tanks.

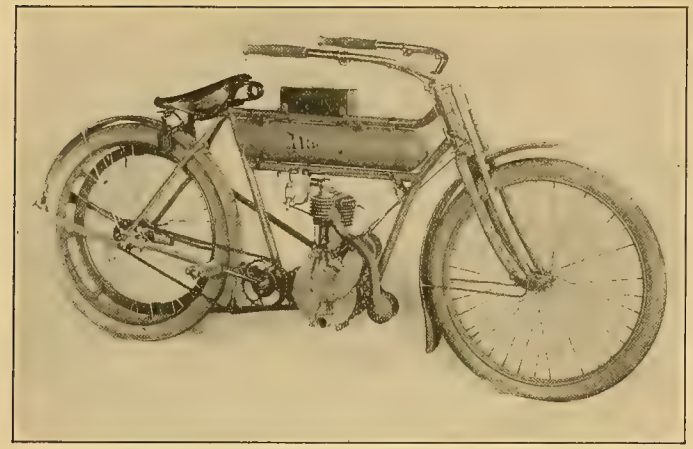
Marvel Motorcycles. Manufactured by the Marvel Motorcycle Co., Hammondsport, N. Y. Made in 1 model; 4-5 horsepower single, $225.

General Specifications—Frame, 19 inches. Wheelbase, 58 inches. Wheels, 28 inches. Tires, Kokomo 2½ inches. Saddle, Mesinger. Pedals, Standard rubber. Forks, compound plunger. Transmission, 1⅛ inch leather V belt. Motor—Curtiss; cylinder, 3¼x3 11-16, 30.07 cubic inches displacement; mechanical valves in the head, offset cylinder, roller bearings. Control, double grip. Carburetter, Curtiss Ignition, Bosch magneto. Lubrication, gravity feed with float regulator in crank case. Brake, Eclipse. Tanks, separate, incorporated in frame; capacity, 2¼ gallons of gasolene, and 2 quarts of oil. Weight, 145 pounds. Finish, gray.

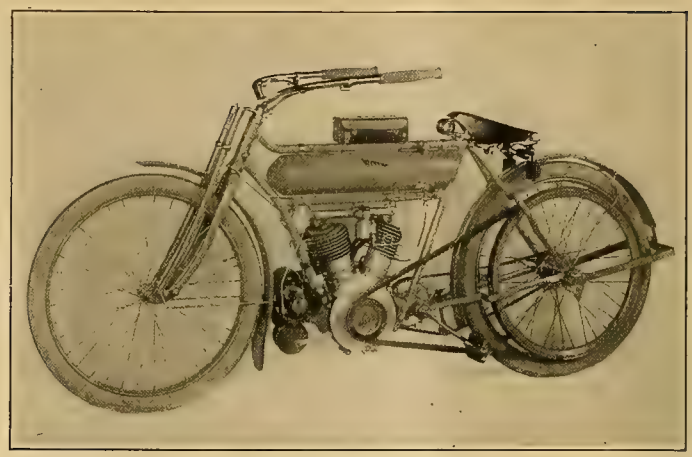
Options — Battery ignition; two-speed gear at extra cost.

Emphasized Features—Frame construction with tanks integral; offset cylinder; roller bearings; valves in center of head operated by one cam and rocker; direct and short inlet and exhaust pipes; cork float regulator of oil level in base; large muffler, wide guards; bolts and nuts held by lock washers; long handlebars; low seat position.

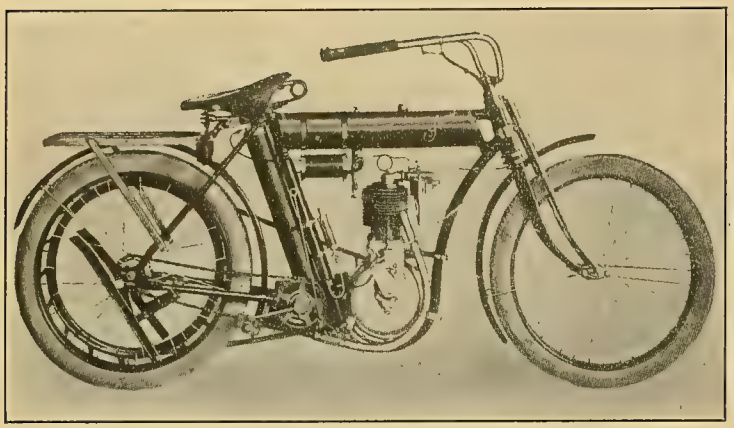
Yale Motorcycles — Wheelbase, 54½ inches. Wheels, 28 inches. Tires, M. & W. 2½ inches. Saddle, Troxel. Pedals, Standard rubber. Forks, compound cushion. Transmission, 1¾ inch flat leather



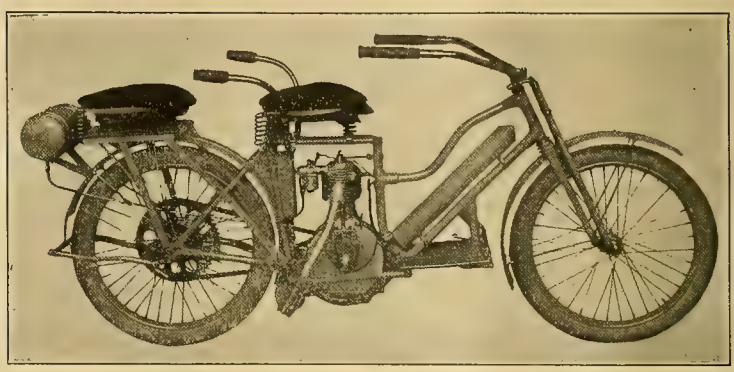
3½ HORSEPOWER YALE SINGLE, $200



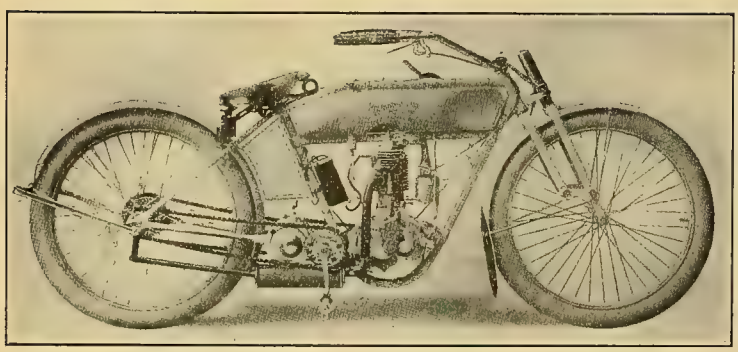
6½ HORSEPOWER YALE TWIN, $300



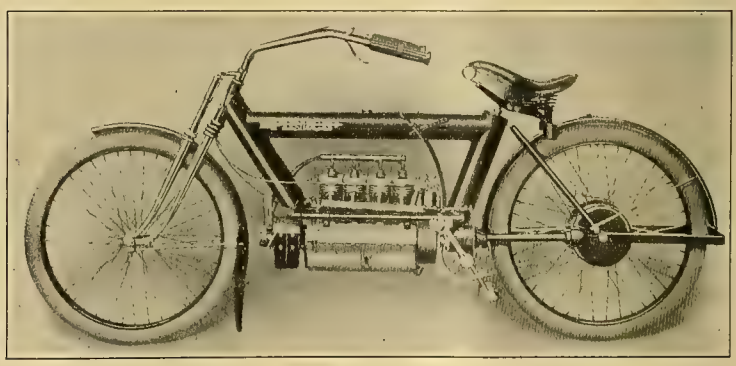
4½ HORSEPOWER ARMAC SINGLE, $225



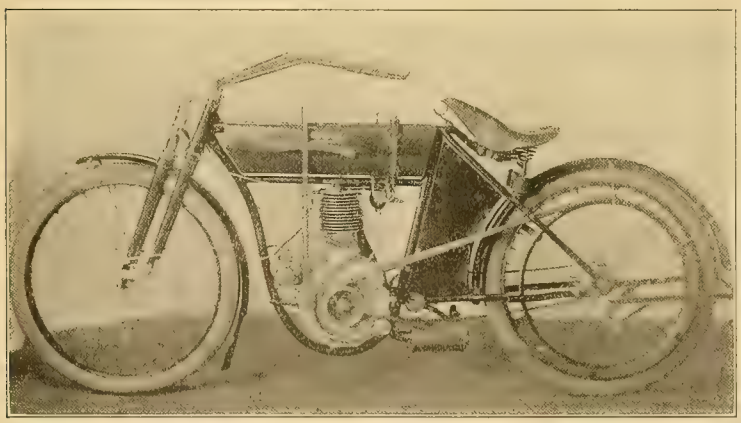
5 HORSEPOWER NEW ERA WITH TANDEM ATTACHMENT, $325



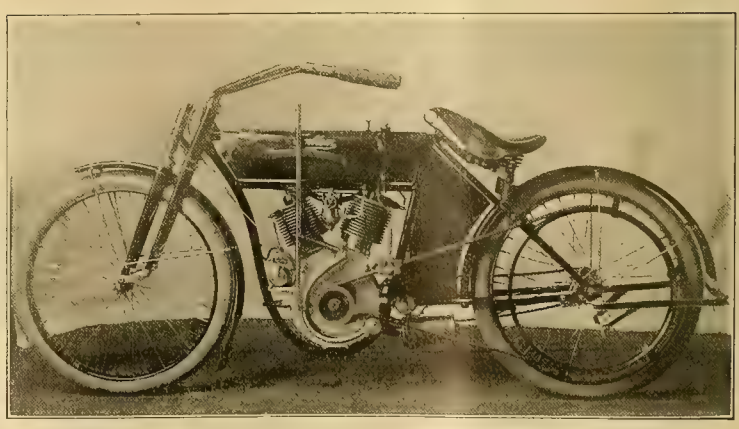
4 HORSEPOWER MINNEAPOLIS TWO-SPEED, $300



7 HORSEPOWER 4-CYL. PIERCE TWO-SPEED, $350



5 HORSEPOWER EMBLEM SINGLE, $260



7 HORSEPOWER EMBLEM TWIN, $285

belt. Motor, Yale; single cylinder, 3¼x 3 11-16, 30.50 cubic inches displacement; twin cylinder, 3 5 32x3 11-16, 61 cubic inches displacement; automatic inlet valves throughout. Control, double grip. Ignition, single battery; twin, Bosch magneto. Lubrication, hand force pump. Brake, on single, Eclipse; on twin, band. Tanks, combination, torpedo type; capacity, 1½ gallons gasolene; ½ gallon oil. Weight, single, 160 pounds; twin, 190 pounds. Finish, French gray.

Options—Herz magneto on single at extra cost; G & J tires; Persons saddle; rubber V belt.

Emphasized Features.—Frames and engines interchangeable; strong frame construction; large engine bearings; seamless brass tanks; method of locking handlebars to prevent turning; horizontal seat post.

Armac Motorcycles. Manufactured by the Armac Motor Co., Chicago, Ill. Made in one model; 4½ horsepower, $225.

General Specifications—Wheelbase, 57 inches. Wheels, 28 inches Tires, Empire 2¼ inches. Saddle, Troxel. Pedals, Standard rubber. Forks, Armac cushion. Transmission, rubber V belt. Motor, Armac; automatic inlet valve. Control, double grip. Carburetter, Armac. Ignition, battery, 3 cells and coil. Lubrication, hand force pump. Brake, Eclipse. Tanks, separate, incorporated in frame; capacity, 6 quarts gasolene, 1 quart oil. Weight, 165 pounds. Finish, black with gold stripes.

Options—26 inch wheels.

Emphasized Features—Tanks self-contained in frame; large engine bearings; shortness of wiring; long handlebars with double stems; wide guards.

Minneapolis Motorcycles. Manufactured by the Minneapolis Motorcycle Co., Minneapolis, Minn. Made in two models; 4 horespower single, fixed gear, $250; 4 horsepower, single, two-speed gear, $300.

General Specifications — Wheelbase, 57 inches. Wheels, 28 inches. Tires, G & J 2½ inches. Saddle, Persons. Pedals, Standard rubber. Forks, Minneapolis triple cushion. Transmission, ball bearing internal gear and roller chains. Motor, Thor; cylinder, 3¼x3 3-5, 29.86 cubic inches displacement; roller bearings on mainshaft; automatic inlet valves. Control, double grip, with gear shifting lever operating on quadrant on left side. Carburretter, Thor. Ignition, battery, by 2 cells and Pfanstiehl coil. Lubrication, hand force pump. Brake, Thor. Tanks, combination type; capacity, 2 galons gasolene, 3½ quarts oil. Weight, 180 pounds. Finish, deep green with gold stripes.

Options—M. & W. tires; Troxel saddle; Bosch magneto at extra cost.

Emphasized Features.—Strong frame construction; Minneapolis fork with large spring surface; roller bearing engine; internal gear reduction; friction clutch on motor shaft; two-speed planetary transmission; large muffler with tall pipe; low saddle positon; copper tanks.

New Era Auto-Cycles. Manufactured by the New Era Auto-Cycle Co, Dayton, O. Made in two models; 3½ horsepower single, $275; 5 horsepower single, $325.

General Specifications—Wheelbase, 60 inches. Wheels, 28 inches. Tires, Kokomo 2½ inches. Saddle, pressed steel form seat with cushion. Footboards instead of pedals. Forks, Sager spring. Transmission, direct chain through two speed planetary gears set. Motor, New Era; 3½ horsepower; 3⅛x3½, 26.69 cubic inches, displacement; 5 horsepower, 3½x3½, 33.67 cubic inches displacement; automatic inlet valves. Control, double grip and push pedals on footboards. Carburetter, Schebler Ignition, battery, with 3 cells and coil. Lubrication, gravity sight feed. Brake, internal expanding shoe. Tanks, separate; capacity, 2 gallons gasolene, 1 quart oil. Weight, 3½ horsepower, 185 pounds; 5 horsepower, 210 pounds. Finish, black.

Emphasized Features—Combination diamond-drop frame; free engine with starting crank; two speed planetary transmission; direct drive; form seat with large springs; pedal control; large brake surface.

Pierce Motorcycles. Manufactured by the Pierce Cycle Co., Buffalo, N Y. Made in one four cylinder model; 7 horsepower, $350.

General Specifications—19 inches. Wheelbase, 60 inches. Wheels, 28 inches Tires, Kokomo, 2½ inches. Saddle, Mesinger. Pedals, Standard rubber. Forks, Pierce cushion. Transmission, shafts through multiple disc clutch and two speed slinding gear. Motor, Pierce four cylinder; cylinders, 2 7-16x2⅜, 44.33 cubic inches displacement; mechanical valves throughout. Control, double grip, with gear shifting lever operating in ratchet on left side. Carburetter, Breeze. Ignition, Herz magneto. Lubrication, circulating force pump. Brakes, Corbin hub and Pierce band. Tanks, unit type integral with frame; capacity, 7 quarts of gasolene, 5 pints of oil. Weight, 190 pounds. Finish, black.

Emphasized Features—Tubular frame with self-contained fuel reservoirs; long wheelbase; four cylinder engine with circulating oil pump; multiple disc clutch and two speed sliding gear set; shaft drive; long handlebars; hinged rear mudguard.

Emblem Motorcycles. Manufactured by the Emblem Mfg. Co., Angola, N. Y. Made in 3 models; 4 horsepower single, $200; 5 horsepower single, $225; 7 horsepower twin, $250.

General Specifications — Wheelbase, 56 inches. Wheels, 28 inches. Tires, G & J 2½ inches. Saddle, Mesinger. Pedals, Standard rubber. Forks, compound spring. Transmission, rubber V belt. Motor, Emblem, 4 horsepower single, 3½ x3 5-16, 31.87 cubic inches displacement; 5 horsepower single, 3½x4, 38.48 cubic inches displacement; 7 horsepower twin, 3½x3 5-16, 63.74 cubic inches displacement; automatic inlet valves throughout; ball bearing mainshaft and connecting rods. Control, double grip. Carburetter, Schebler automatic. Ignition, on singles, battery, with 3 cells and coil; on twin, Herz magneto. Lubrication, sight feed hand pump. Brake, on singles, Eclipse; on twin, Corbin band. Combination type; capacity, 2 gallons gasolene, 2 quarts oil. Finish, black.

Options—Flat belt with idler on all models; magneto ignition on singles; Empire or Kokomo tires.

Emphasized Features—Triangular reinforced frame tubing; ball bearing engine with large valves and wearing surfaces; interchangeable ignition systems; copper tanks; horizontal seatpost with low saddle position; long handlebars, double stems.

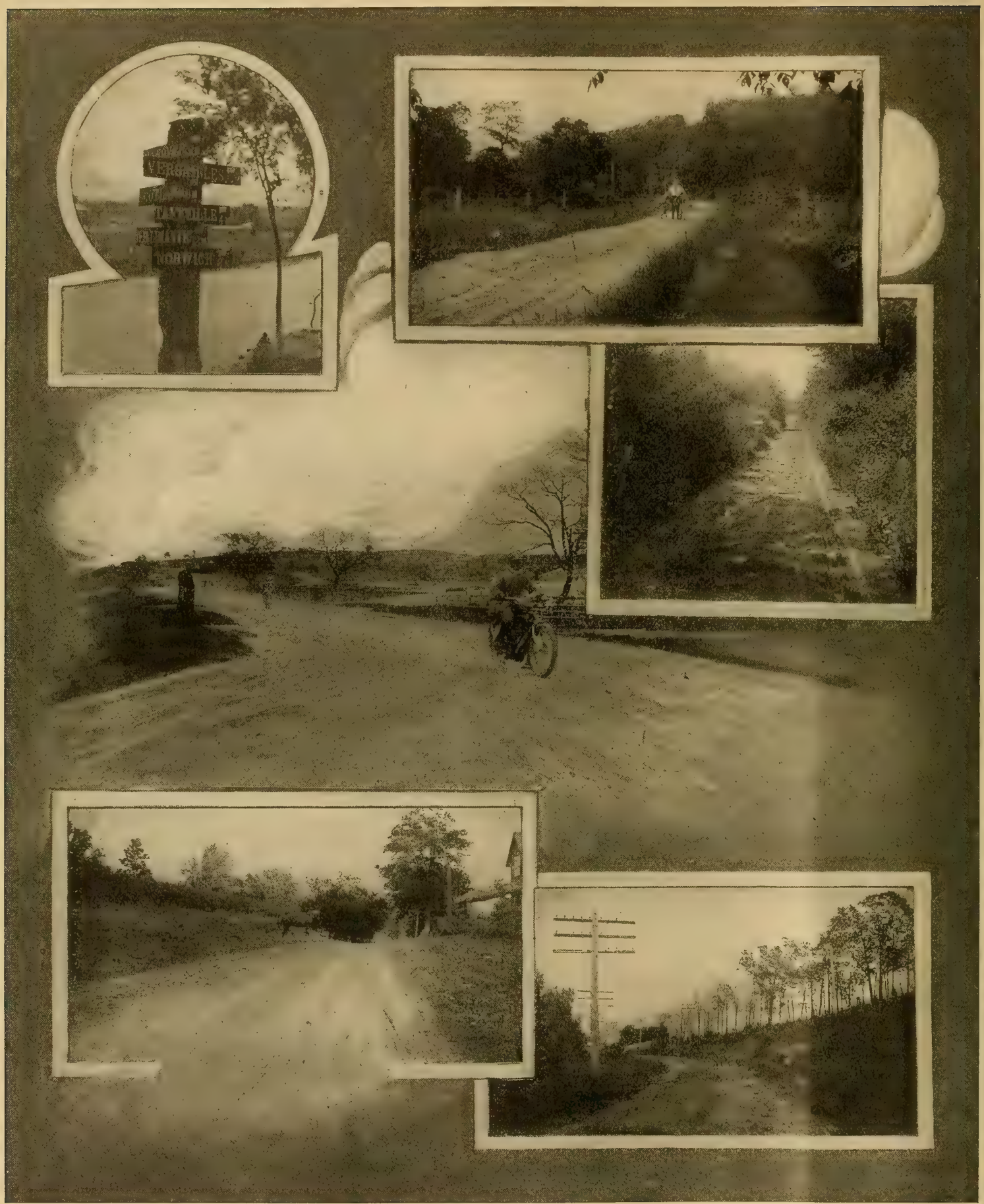
Reliance Motorcycles. Manufactured by the Reliance Motorcycle Co., Owego, N. Y. Made in three models; 3½ horsepower single, $200; 4½ horsepower single, $210; 7 horsepower twin, $250.

General Specifications—Frame, 19 inches. Wheelbase, 56 inches. Wheels, 28 inches. Tires, Kokomo, 2½ inches. Forks, Pierce truss spring. Transmission, rubber V belt. Motor, Reliance; 3½ horsepower single, 3¼x3⅜, 27.90 cubic inches displacement; 4½ horsepower single, 3 7-16x3⅝, 33.65 cubic inches displacement; 7 horsepower twin, 3¼x3⅜, 55.98 cubic inches displacement; mechanical valves throughout; ball bearing mainshaft and roller bearing crankshaft. Control, double grip with gear shifting lever operating in quadrant on left side. Carburetter, Reliance. Ignition, battery with 3 cells and coil. Lubrication, sight feed. Brake, Eclipse. Tanks, combination type; capacity, 2 gallons of gasolene and 3 quarts of oil. Weight, 175 pounds. Finish, crimson and orange.

Options—26 inch wheels; Empire tires; Corbin brake; two speed gear and magneto or dual igniton at extra cost.

Emphasized Features—Ball and roller bearings in engines; two-speed gear; flexible oil and gasolene leads; engines interchangeable in frames; large muffler with tail pipe; low saddle positon; long handlebars.

Know anyone interested in or whom you would like to interest in cycling or motorcycling? Of course you do. Then why not send him (or her) a copy of this issue of the Bicycling World and Motorcycle Review? Can you invest 10 cents to better advantage? * * *



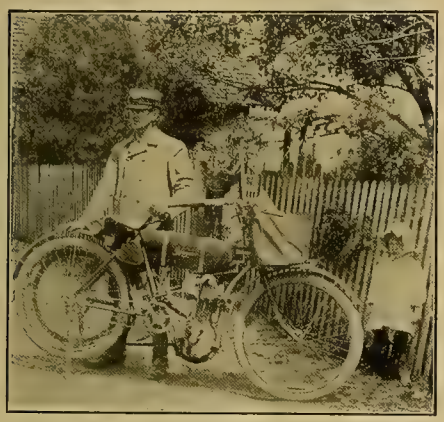
"And we will all the pleasures prove
That hills and vales, dales and fields,
Woods or steepy mountain yields."

Motorcycles in the Rural Free Delivery Service

By W. D. PATE, Carrier No. 1, Hartford, Ala.

When the United States government in 1894 inaugurated a rural free delivery mail service for the convenience of people living in the country districts, it began a monumental work, the extension of which is the best testimony of its value. Its ramifications scarcely require remark, but when the history of rural free delivery in the United States shall have been written it is certain that motorcycles will prove to have played a far more important role in the development and perfection of the service than many persons have realized is the case.

Although the government laid the foundations for the rural service in 1894, with an initial appropriation of $10,000, it was at that time in the line of experimentation. The



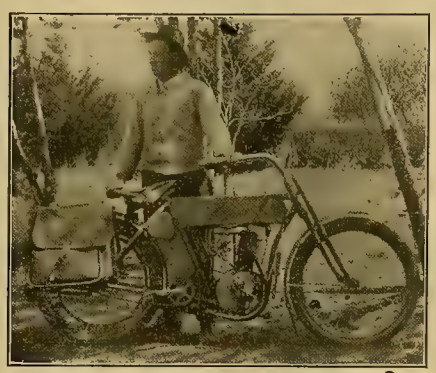
ONE OF OHIO'S CARRIERS

actual service did not begin until 1895, when 44 routes were in operation, for which Congress appropriated $40,000. Each succeeding year brought an increase in the number of routes established, and corresponding advances in the appropriations by Congress, until in 1900 there were 1,276 routes, working under an appropriation of $450,000.

The success of the service was so instantaneously manifested by public approval that the following year the appropriation for it jumped from $450,000 to $1,750,000, and the number of routes increased from 1,276 to 4,305. The year 1902 saw both the appropriation and the number of routes more than doubled, while in 1903 the appropriation amounted to $8,580,364, used for maintaining 15,125 routes, served by 15,119 carriers. In 1908—the latest statistics available—the money appropriated for the work was $34,900,000; there were 39,277 routes, covered by 39,143 carriers, and last year probably more than 40,000 rural carriers were employed by Uncle Sam.

The question naturally arises, "How do the carriers deliver the mail?" It is easily answered.

When rural free delivery service was in its infancy practically all the carriers used horse-drawn vehicles, then later some turned to bicycles, motorcycles and automobiles. Because of the bulk of matter to be carried the bicycle was found to be not practicable on a majority of routes, and the automobile was too expensive a luxury for most of the carriers, who are compelled to provide their individual means of conveyance. The horse and carriage is a slow,



DOING DUTY IN OKLAHOMA

tedious method of delivery and also expensive. What more natural, then, than that many carriers should adopt the motorcycle, whose initial cost is even less than that of a horse and wagon, from one-third to one-tenth as much as the automobile, and the running expenses not to be compared with either the horse or automobile?

Personally, I consider the motorcycle the only vehicle for carrying the mail, where the road conditions and the amount of mail handled will permit of its use.

Our experience with motorcycles—here in Hartford, Ala.—dates from May 1, 1907, when four carriers from our office purchased machines of small horsepower. We were raw novices; our roads are common dirt highways, and as our machines were the first ever brought to this part of Alabama, we were remote from repair facilities and there were no expert hands or master minds even to guide us in the rudimentary essentials. It is fair, therefore, that our experience should stand as one of those good examples which, according to the proverb, constitute the best sermon.

When we applied to the manufacturers, they actually informed us that a book of instructions was not necessary to learn how to manipulate a motorcycle. It was the simplest thing in the world! Oh, fond delusions and shattered hopes! They did not know they were dealing with the veriest novices.

Motorcycles were not so good as they are to-day, and to state that we experienced all the troubles a beginner is heir to and then some more, would be expressing it mildly. But we knew the machines were designed to run, and with determination firmly installed in our bosoms we finally, by sheer strength and "fools' luck," managed to overcome the difficulties as they appeared. Later we fortunately got hold of a copy of "Care and Repair of Motorcycles" and learned of the Bicycling World, and since then the troubles that previously had appeared as mountains resolved into the proportions of sand specks.

The principal difficulties encountered at the outset were brought about through ig-



STARTING ON HIS INDIANA ROUTE

norance and lack of practical experience. The engines were of about 18 cubic inches piston displacement—far too small and lacking the power necessary to perform the heavy work exacted of them. The roads that have to be traveled over are rough and hilly and poorly maintained by the old-fashioned system of having each citizen attend to the portion of highway bounding his property. The disadvantage of such archaic methods are obvious, and the result is that about twice a year—just before the circuit court sits—these numerous "road supervisors" spend as much of one or two days pretending to fill in the worst gullies and washouts.

Notwithstanding the continuous racking these small machines were subjected to, we got from 15,000 to 20,000 miles from them at an operating expense of approximately $12 per month, including oil, gasolene and all needed repairs. By the time these machines had outlived their usefulness, we were experienced motorcyclists and felt fully capable of indulging in new machines without anticipating the minor troubles that at first had beset us.



We now have the latest model 3½ horsepower motorcycles and the experience gained since 1907 has brought about an elimination of troubles. Five carriers from this office are using motorcycles, and there are about 30 others in the immediate territory. Not one of us is compelled to have recourse to horse and buggy more than one day in each month the entire year. Only one of the five carriers in our office has clung to the horse.

Our routes are from 24 to 27 miles in length, and we handle from 4,000 to 7,000 pieces of mail per month, making an average daily load of about 25 pounds. We make the trips in from 2½ to 3 hours, stopping at from 90 to 120 mail boxes en route. Where formerly our running expenses and upkeep entailed an expenditure of about $12 per month, it now has been reduced to $5, as the "wisdom born of experience" has resulted in a noticeable decrease in necessary repairs

I have a repair shop where I keep such replacements as two years' experience has taught me are likely to be required, and after covering their different routes each day all the carriers come to my shop, clean their machines and make sure they are in perfect running order for the morrow. When repairs are necessary I personally supervise the work.

Summing up, I truthfully can say that for a rural mail carrier there is nothing can compare with a reliable motorcycle intelligently handled. Aside from the expense involved, the care of hot and tired horses is not particularly enticing, and the slow pace of the genus equine on a hot summer day engenders perspiration and a bad temper, while the motorcycle creates a refreshing breeze, no matter how sultry the weather; distances are as nothing to its faithful, throbbing engine, and its rider is enabled to deliver his mail, get back to his family and a warm dinner at noonday, while his less fortunate brother with the horse is still struggling along his route, flicking flies, wiping the perspiration from his face, and generally damning the weather and everything else, and usually encountering the noon thunder showers which we motorcyclists escape. And last, but by no means least, the motorcycle carriers are enabled to give their patrons prompt service, and I am in position to say that it certainly is appreciated. Besides, every trip is an enjoyable outing in the country, with the added emolument of about $1 for every hour.



BUILT FOR ONE BUT CARRIES TWO

In my opinion the motorcycle manufacturer who will spend some time and thought investigating the needs of the vast army of rural carriers, and then build such a machine that will meet all requirements, will be making no mistake. There are many excellent machines upon the market to-day, but not all of them are adaptable to rigors of mail service. There now are about 40,000 rural carriers in the United States, and the manufacturer who can produce the goods to meet the ever increasing demand should reap a rich harvest.





Extracting the Joys of Cycling and Club Life

By GEORGE LANG, Jr., St. Louis Cycling Club.

"With cheerfulness our motto,
Good fellowship our guide,
From out Life's urban grotto
Into sunlight forth we ride."
—Tom Hall.

Without desiring to appear at all egotistical, I think I may safely say that St. Louis cyclists—more particularly members of the St. Louis Cycling Club—derive more real pleasure awheel and absorb more of the genuine spirit of out-of-doors than do their brethren in other localities. The precise reason for such a condition of affairs doubtless would be difficult of analyzation. It may be that the St. Louis man is blessed with better facilities or environment for the perpetuation of his ideals, or it may be for some other reason. For lack of better theory, put it down as heredity, which has been made to act as foster father for innumerable things inexplicable. Definitively, however, the St. Louis cyclist is the antithesis of the cyclophilanderer, in contradistinction to the great majority of cyclists in other locales.

The spirit of the St. Louis cyclist of today can easily be traced to his forebears of from one to three decades ago. In the early days our wild rovers were affectionately dubbed "the toughs," just as today "ours" are dominated "the gang."

An explanation of the ostensibly objectionable terms "toughs" and "gang" is necessary, as the words are not meant in the accepted vulgar sense. The rough-sounding appellation "St. Louis Tough" simply implied that the rider was no "tenderfoot"—that he was ready at any time for a ride over any kind of road and for any distance. He was an explorer, a rough rider, in the truest sense. It was rare, indeed, that any road condition prevented him from reaching his objective point. He was immune to the elements—he was tough in a physical sense. Under the then prevailing road conditions in the immediate vicinity of St. Louis the old "ordinary" or high bicycle was an extremely treacherous contrivance, and the rider who dared venture on a local club run had to possess considerable skill and courage. In those days open hostility frequently was displayed by the rural inhabitants, and more than once the hostility provided real excitement.

From the very nature of these conditions it was natural that the strongest fraternal spirit should develop. The very fact that any man could and did ride an ordinary bicycle was an open sesame to social equality. He was taken into your home, sat at your table, and was introduced to the folks; he was an equal.

This accounts largely for the characteristic hospitable treatment that always was accorded a visiting rider, who fared well until he was lured out to the famous De-Soto road. Then he was convinced that he did not know as much about road riding as he had imagined. Occasionally the order of things was reversed, but not often. Once was when George M. Hendee, the then champion, came to St. Louis to participate in a race meet. A committee undertook to show him the way over the heart-breaking hills, but Hendee did not require to be shown. He went so fast that all the expectant committee saw of him was his back.

The old Manchester register, established by the "old boys," was an institution of its kind and one that might well be duplicated by clubs of the present day that hold pride in an out-of-the-way rendezvous. The inscriptions would make as interesting reading a decade or so hence as are the pages of the old Manchester register to-day. By looking over the yellow pages of the old book it can be seen that there is nothing at the present time to compare with the intense enthusiasm that existed during the decade following the decennial 1880. There were runs over the Manchester road in the still hours of the night, with treacherous snow under wheel and the temperature below zero. Then, there was the never-to-be-forgotten and unduplicated run on the ice-covered Meramec river to Montesano Springs by Lindell Gordon and Thomas Reynolds, on January 27, 1884. It also is recorded that J L. Ivers was the first cyclist to ride from St. Louis to Manchester, which trip he accomplished on a 42-inch



"FROM OUT LIFE'S URBAN GROTTO, INTO THE SUNLIGHT FORTH WE RIDE"





ordinary, July 5, 1880. The famous match race in 1887 when Hal Greenwood defeated Percy Stone over the DeSoto road still lingers in the memories of the veterans as one of the greatest exhibitons of nerve. skill and endurance ever recorded. To cover the long, mountainous stretch between St. Louis and DeSoto in 4 hours 23 minutes on an old ordinary bicycle is incomprehensible to the present day generation, few of whom can make the trip in as good time with the modern pneumatic tired, coaster-braked safety.

In connection with the DeSoto road and Hal Greenwood, who did so much to make the "St. Louis Toughs" famous, it is interesting to record the latter's explanation of how the DeSoto road was discovered. It seems that during the summer of 1883, a dentist from DeSoto came to St. Louis and entered Richard Garvey's store to purchase a bicycle. He told Cola Stone, who was in the latter's employ, of a fine road leading from DeSoto to Hillsboro. Stone decided the road was well worth investigating. Accordingly, with two kindred spirits, Charles E. Duryea and Greenwood, Stone set out at 4 o'clock on a Sunday morning for DeSoto. The trio was familiar with the Gravois road as far as Morse's Mills, 40 miles away, where they arrived at 10 o'clock; from there they followed a trail that led to Hillsboro. A creek had to be crossed 15 times in 8 miles, and the path was so tortuous that the sight of the bicycles astounded the natives. DeSoto was reached at 3 o'clock in the afternoon, and the explorers then went back to Hillsboro, where they spent the night. The following day they returned to St Louis over the LeMal ferry, or DeSoto road, so that the first bicycles over the highway were from DeSoto to St. Louis, and not vice versa, curiously enough



That the pioneer road riders were responsible for the names of a great many landmarks on the roads leading out of the city is not generally known outside of this locality. The famous "Nigger hill," in Forest Park, received its appellation in an unusual manner. In 1880 John Blow brought some bicycles to town and one of the persons he instructed in the art of riding was a colored man. The other bicyclists did not relish this a bit, as can well be imagined, and particularly as the negro showed skill and speed. One day several riders met him on this steep hill and determined to run away from the colored man. To their keen delight he came a terrible cropper, and ever since the steep incline has been known as "Nigger hill." "Frisco," "Rogers," "Hell-and-Damnation," "Kimmswick," "Solomon" and "Son-of-a-Gun" hills all were named by cyclists. The





"Slave to no sect, who takes no private road,
But looks through Nature up to Nature's God."

last-named derived its title in an amusing way. The late Arthur Young attempted to coast down it one day and took a header on the bridge at its base. When he was fished out of the creek by his companions Young's first remark was: "That hill is a son of a gun!" Hence the name. Until the day that Cola Stone ran into a bull while coasting into the village, Bulltown was known simply as Antonia.

Those were the good old days, but there are lots of others that have never been touched. Days are just as good as they used to be.

When "society" took up cycling the clubs and the "rough riders" were demoralized. In 1902 there were only five of the old school still riding the roads regularly, and it did not appear that they would be able to perpetuate the former spirit. But "what's bred in the bone will out in the flesh," and with this quintet, together with others whose interest had flagged but whose reawakening had been accomplished by the remaining enthusiasts, and an accession of new blood, the reorganization of the St. Louis Cycling Club was effected in the spring of 1906. Enthusiasm was instilled in new hearts, and steadily the club has grown in the proper way. Its members know the joy of living, the joy of rough riding, of leaving the beaten tracks—the joy of cycling—of going where none but hardy cyclists dare follow.

There is this notable difference between the clubmen of today and those of other generations—scorching has been eliminated. Racing enthusiasm is at low ebb, and therein is found the delight of the club runs. In the generally accepted sense, the St. Louis club has ceased to know the organized club run. The captain designates a dinner rendezvous and the riders reach there according to their own inclination—in groups, in pairs, or singly. The joy of riding and the fun and fellowship of dining together are sharpened by this order of run. If the run is down the Gravois road to the big river resorts, swimming and fishing form a pleasant diversion at the end of the trip. There is the country dance and the card games for the "gang" that goes out the Manchester road to Ellsville on Saturday nights. There are picnics and there are barbecues—out-of-door affairs, all of them. There is diversion on every run.

The most ambitious undertaking of the club is the annual Pike County Tour. This delightful excursion has been a feature since early times. Pike county has one of the finest road systems in the country, and they were perhaps the first good country roads constructed in America, having been built by private enterprise and operated as toll roads as far back as 1856. Though owned by the county at the present time, they still are operated as toll roads, and the system has proved satisfactory. The all-night ride up the Mississippi river, which inaugurates the trip, once experienced is never to be forgotten.

It would seem that in this day and age there are not many places in Missouri that hav not been penetrated by cyclists, but such is not the case Since 1906, when the club was reorganized, sections have been explored that never before heard the tinkle of a bicycle bell or felt the tread of a pneumatic tire. The difficulties that beset all pioneers were the lot of the hardy cyclists who made the trips, but always in delving into the unknown there is a fascination that is indescribable. On the two days' tours to Potosi, St. Genevieve, Iron Mountain and Graniteville, roads were travelled that necessitated as strenuous exertion as can be imagined. For miles a 6 miles an hour pace could only be maintained by resting often, and if some members of the party did not lose themselves too frequently. There were hills of appalling steepness, " roads" covered with stumps, boulders and rutted with gullies two feet deep. Creeks often had to be forded every few hundred yards, and sometimes when the road ran any distance along a dry creek bed diversion was to be had killing snakes. In touring this sparsely settled country meals are apt to be missed, and the rider may, if he is not careful, find himself compelled to sleep in a convenient haystack.

Strenuous? Yes, perhaps. But does it not bring a feeling of joy at living, at being able to come into closer touch with nature in a manner otherwise impossible, to inhale the pure air and bask in the God-given sunshine, and to enjoy the companionship of real men whose thoughts are as big as the outdoors around you? And when, after climbing, and climbing, and climbing, one suddenly reaches the top of a hill and sees the broad landscape or glorious panorama spread out beneath his wondering gaze, he indeed is a thick-skinned person if he cannot throw out his chest and exclaim, in the language of the illustrious Sir Walter Scott:

"Breathes there a man with soul so dead
Who never to himself hath said,
'This is my own, my native land!' "

From the very nature of this sort of riding it is quite unnecessary to state that the same fraternal spirit that marked the rough riders of earlier years has been rekindled. The nucleus of the entire social structure is founded upon co-operation and fraternalism.

The kind of cycling that is preached and practiced by the St. Louis Cycling Club is a leveler of creeds, doctrines and the petty differences that segregate present day society. As only the best kind of a chap will take to this kind of sport, the influences of association are more beneficial than appears on the surface.



Indeed, if any member of the "gang" is asked, he will tell you that his best and truest friends—the kind that will stick through thick and thin—are members of this selfsame "gang." A better set of fellows will not be found anywhere. Riding into the great solitude without caps, their sleeves rolled up and their shirts unbottened at the neck, they may look quite as rough as is their traveling, but "fine feathers do not make fine birds, nor yet fine clothes a man." Wherever the club is known the members are treated with all the courtesy and respect possible. There are country hotels where they get the same service and eat at the same tables with fashionable automobile parties, yet pay only half the price. At Hilltown the St. Louis Cycling Club is the only organization that can get dinner, and on one occasion an automobile party had to come to the club's captain and be introduced to the proprietor, before the latter would serve them with dinner.

The subtle influence that is exerted in building up the character of youths who join the club is very noticeable. A few runs with the members will do a young man more good than several years of Sunday school. Loud and foul-mouthed youngsters are soon transformed into quiet and well-mannered persons. Neither is the club a place for snobs; it soon rubs the gloss from their uppish airs. Out on the road the apprentice boy is considered the equal of the high school principal or the man of wealth, and we have them all in our club. The difference of intellect or wealth merely is the particular fortune of the particular individual. Caste barriers are removed, and why not? Are not they all seeking the same thing—the joy of cycling? There is an algebraic principle of mathematical axiomage which states: "Things equal to the same thing are equal to each other." This best typifies the spirit of the St. Louis Cycling Club.

As these hardy road riders are firm in character, so are they in body, which is a psychologic truth. No matter how they may be exposed to rough physical conditions and unfavorable climatic elements, sickness is unknown to them. Being inured to hardship makes them all the better fitted to confront the exactitudes of daily avocation cheerfully, energetically and successfully. The "gang" is well worth knowing, and their example, we believe, is well worth following by all who would extract the real sweetness of cycling and thus add to the joy of living.

A copy of this number of the Bicycling World and Motorcycle Review will be sent postpaid to any address on receipt of 10 cents. Why not have a copy mailed to that friend of yours? * * *



HAPPY DAYS AND MEMORIES DEAR

Bicycles That Meet Every Purse and Purpose

Racycle Bicycles. Manufactured by the Miami Cycle & Mfg. Co., Middletown, Ohio. Made in 11 models.

Emphasized features—Imported tubing, drop forged head, crown and seat clusters; magazine self-oiling dust-proof crank hanger; large biplane sprockets; dust-proof hubs turned from solid bar steel.

Model 155, roadster, $35. Color—black. Height—20, 22 and 24 inches. Wheel base—45 inches. Tires—Racycle single tube. Handlebars—Adjustable extension. Saddle—Troxel Star (option: Troxel Eagle or Persons Special). Pedals—Bridgeport. Chain—Diamond ⅛-inch. Extras: Musselman coaster brake, $5.

Model 154, roadster, $40. Color—Crimson with blue spiked head edged in gold, fork crowns and tips nickled V-shape. Height—20, 22 and 24 inches. Wheelbase—45 inches. Tires—Hartford 77. Handlebars—Kelly. Saddle — Optional. Pedals — Bridgeport. Chain—Diamond ⅛-inch roller or block. Options: Color, Star pedals, Pathfinder or Defender Cactus tires. Extras: Musselman coaster brake, $5.

Model 154-A, roadster, $50. Same as Model 154, except with cushion frame, and in 22 and 24-inch frames only.

Model 153, ladies' pacemaker, $40. Color—Plain black, fork corwns and tips nickeled V-shape. Height—20 and 22 inches. Wheelbase—45 inches. Tires—Racycle single tube. Handlebars—Adjustable, plain or extension. Saddle—Troxel. Pedals—Bridgeport. Chain—Diamond ⅛-inch. Special feature: 30 tooth front sprocket. Options: Pathfinder or Defender Cactus tires. Extras: Musselman coaster brake, $5.

Model 153-A, ladies' pacemaker, $50. Same as Model 153, except with cushion frame, and in 22-inch frame only; Hartford 77 tires.

Model 151, racer, $50. Color—Gun blue or black with nickel trimmings. Height—20, 22 and 24 inches. Wheelbase—41½ inches. Tires—Hartford 80 or Palmer. Handlebars—Kelly racing. Saddle—Troxel or Persons racing. Pedals—Star racing. Chain—Diamond ⅛-inch block or roller.

Model 151-R, racer, $50. Canary yellow with red lines, 21 and 23 inches only, 40 inches wheelbase and 26-inch front wheel. Otherwise same as Model 151.

Model 152, rideabout, $55. Color—French gray with green spiked head and red striping. Height—20, 22 and 24 inches. Wheelbase—46 inches. Tires—Hartford 77. Handlebars—Kelly. Saddle—Troxel or Persons. Pedals—Star. Chain—Diamond roller, ½-inch pitch. Special features: 70-toooth front sprocket, ½-inch pitch; Musselman coaster brake included. Options: Defender Cactus, G & J, Palmer, Pathfinder or single clincher tires.

Model 152-A, rideabout, $65. Same as Model 152, except with cushion frame and in 22 and 24 inch frames only.

Model 150, pacemaker, $60. Color—Gun blue or black with nickle trimmings. Height—20, 22 and 24 inches. Wheelbase—46 inches. Tires—Hartford 77. Handlebars—Kelly. Saddle—Optional. Pedals — Star. Chain—Diamond block or roller, ⅛-inch. Special features: 40-tooth front sprocket; Musselman coaster brake included, and trispring fork without extra charge.

Model 150-A, pacemaker, $70. Same as Model 150, except with cushion frame and in 22 and 24 inch frames only.

Iver Johnson Bicycles. Manufactured by Iver Johnson Arms & Cycle Works, Fitchburg, Mass. Made in 7 models.

Emphasized Features — Truss bridge frame; novel spring fork; simple chain adjustment; simple crank hanger; narrow tread; seat mast positive pinch binder.

Model 1090, racer and semi-racer, $50. Color, ivory black with gray, or red with nickel trimmings. Height, 20, 22 and 24 inches. Wheelbase, 43¼ inches. Tires, Palmer, Hartford 80, Morgan & Wright, G & J or Fisk 88. Handlebars, Hussey or Ideal. Saddle, Persons and Troxel. Pedals, Star. Chain, 3-16 inch roller, with option of ½ inch pitch. Extras: Eclipse, Corbin, New Departure coaster brake, $5; Iver Johnson spring fork, $5.

Model 1089, spring frame and spring fork roadster, $55. Color, black, black with red head, gray or red. Height, 20, 22, 24 and 26 inches. Tires, Hartford 77, Goodrich, Morgan & Wright, G & J or Fisk 66. Handlebars, Hussey or Ideal. Saddle, Persons or Troxel. Pedals, Star. Chain, 3-16 block or roller. Without spring fork, $50. Extras, coaster brake, $5; mudguards, $2; steel rims, $2.

Model 1088, truss bridge flyer, $40. Color, black, black with green head, red or gray. Height, 20, 22, 24 and 26 inches. Tires, Fisk, Goodrich, Morgan & Wright or Hartford 77. Handlebars, Hussey or Ideal. Saddle, Troxel or Persons. Pedals, Star. Chain, 3-16 inch special. Extras: coaster brake, $5; mudguards, $2; steel rims, $2; full nickeled forks, 75 cents; Iver Johnson spring fork, $5.

Model 1087, diamond frame special roadster, $30. Color, black, black with green head, maroon with black or green head. Height, 20, 22, 24 or 26 inches. Tires, Fisk, Oxford or Goodrich. Handlebars, Ideal. Saddle, Wheeler. Pedals, Bridgeport. Chain, 3-16 inch. Extras, coaster brake, $5; mudguards, $2; steel rims, $2; full nickeled forks, $1; Iver Johnson spring fork, $5.

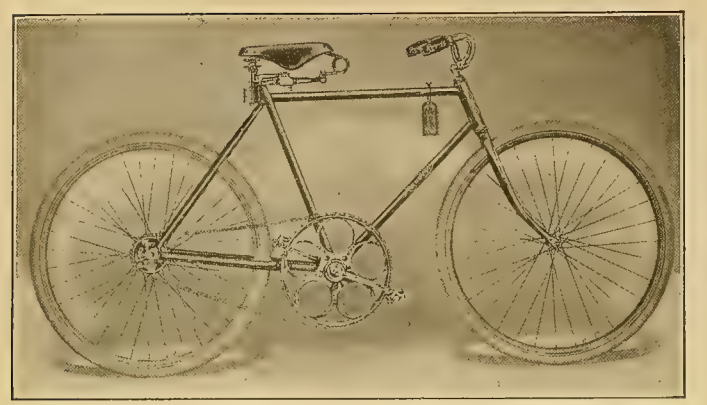
Model 1087-L, ladies' speedster, $30. Color, black or maroon. Height, 20, 22 or 24 inches. Tires, Fisk, Oxford or Goodrich. Saddle, Wheeler. Handlebars, Ideal. Pedals, Bridgeport. Chain, 3-16 inch.

Columbia Bicycles. Manufactured by the Pope Mfg. Co., Hartford, Conn. Made in 11 models.

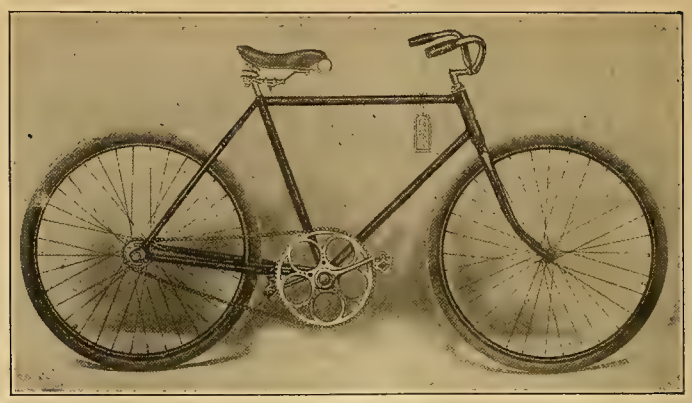
Emphasized Features — Imported steel tubing, Harveyized steel cups and cones, special high-carbon steel forged cranks, forged steel handlebar stem, sponge rubber grips; larger steering head and balls; flush joint frame re-enforcements; Jacobs ball spoke spindle hubs; improved two-piece hanger.

Model 00, chainless, $100. Color, black with nickel trimmings. Height, 22, 24 or 26 inches. Tires, Hartford, 80, G & J, Continental single, clinch double tube on steel lined wood rims. Handlebars, optional. Saddle, optional. Pedals, Pope. Special features: two-speed gear with coaster brake; cushion frame; spring fork. Extra: Plunger hand brake, $2.

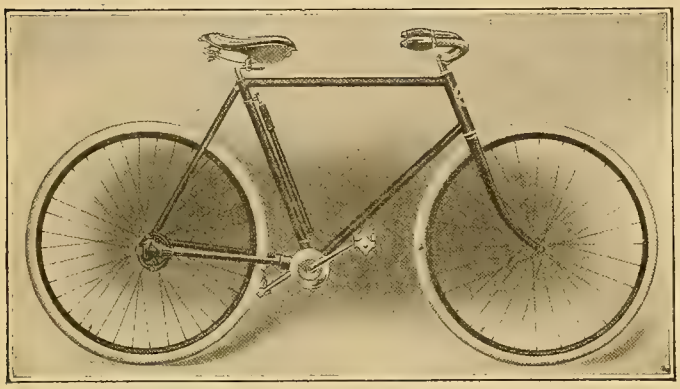
Model 01, women's chainless, $100. Substantially the same as Model 00. Model 04, chainless, $75. Substantially the same as Model 00, except without two-speed gear and cushion frame and forks. Model 05, women's chainless, $75. Substantially the same as Model 01, except without two-speed gear, cushion frame and forks. Model 02, cushion frame, chainless, $80. Model 03, women's cushion frame, chainless, $80; Model 010, men's special, $50. Color, black with nickel trimmings, or black with blue head. Height, 20, 22 and 24 inches. Tires, Hartford 80, G & J, Continental single clinch double tube on steel lined wood rims. Handlebars, optional. Saddle, optional. Pedals, Pope. Chain, Diamond 3-16 inch roller. Extras: Spring fork, $1.50; coaster brake, $5. Model 011, racer, $50. Color, black with blue head or black with nickel trimmings. Height, 20 or 22 inches. Wheelbase, 41½ inches. Tires, Palmer. Handlebars, racing. Saddle, Persons racing. Pedals, Star racing. Chain, 3-16 or ⅛-inch Diamond roller. Special features: 6-inch cranks, short wheel base, and short head, close-coupled frame. Model 012, roadster, $40. Color, black with nickel trimmings, azure blue or cherry red. Height, 20, 22 or 24 inches. Tires, Hartford 77 or Continental single clinch double tube, mounted on steel



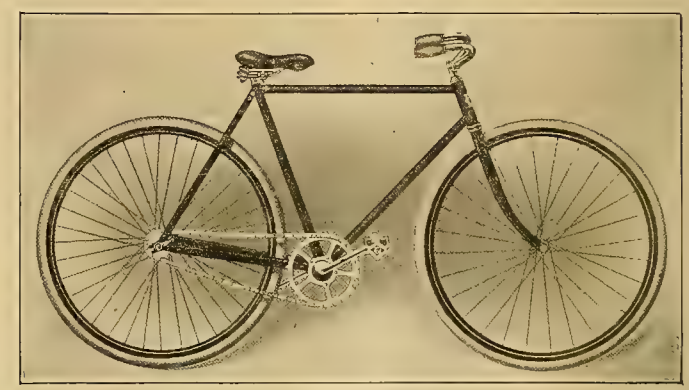
MODEL 150, RACYCLE PACEMAKER, $60



MODEL 152, RACYCLE RIDEABOUT, $55



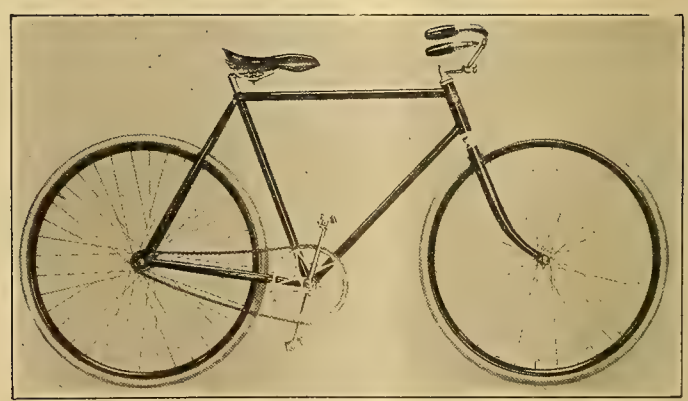
MODEL 04, COLUMBIA CHAINLESS, $75



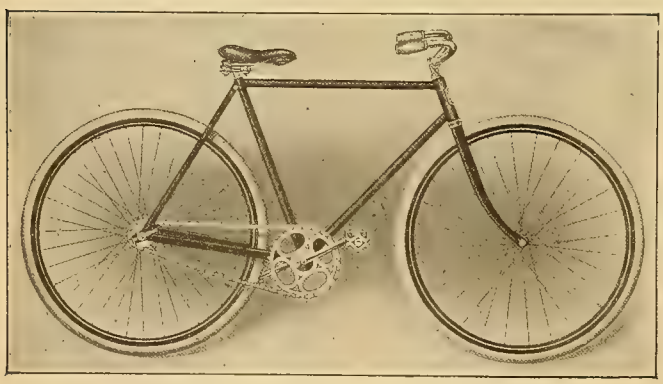
MODEL 052, TRIBUNE, $40



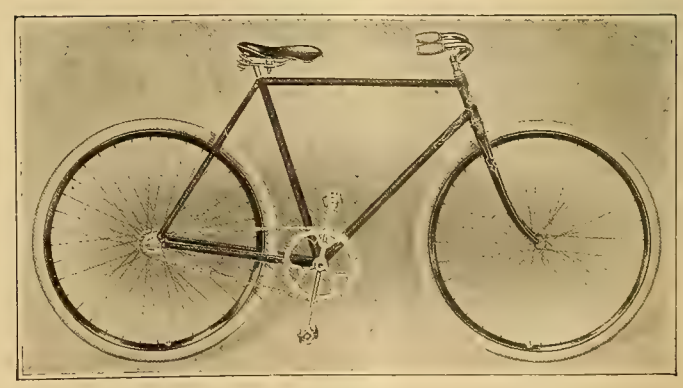
MODEL 1088, IVER JOHNSON FLYER, $40



MODEL 1087, IVER JOHNSON SPECIAL ROADSTER, $30



MODEL 032, CLEVELAND SPECIAL, $40



MODEL 072, RAMBLER ROADSTER, $40

lined wood rims. Handlebars, optional. Saddle, Persons or Wheeler. Pedals, Bridgeport. Chain, Whitney, 3-16-inch. Extras: Spring fork, $2.50; hand brake, $2; coaster brake, $5. Model 013, women's roadster, $40. Substantially the same as Model 012, except in 20 and 22 inch frame heights only. Model 08, cushion frame roadster, $50. Color, black with nickel trimmings or azure blue Height, 22 or 24 inches. Tires, Hartford 77 or Continental single clinch double tube mounted on steel lined wood rims. Handlebars, optional. Saddle, Persons or Wheeler. Pedals, Bridgeport. Chain, Whitney, 3-16 inch. Extras: Same as on Model 012.

Cleveland Bicycles. Manufactured by the Pope Mfg. Co., Hartford, Conn. Made in 10 models.

Emphasized Feature—Cleveland hanger.

Model 020, chainless, $100; Model 021, women's chainless, $100; Model 024, chainless, $75; Model 025, women's chainless, $75; Model 022, cushion frame chainless, $80; Model 023, women's cushion frame chainless, $80; Model 030, swell special, $50; Model 028, cushion frame roadster, $50; Model 32, special, $40; Model 033, women's special, $40; substantially the same as Columbia models at the same price.

Tribune Bicycles. Manufactured by the Pope Mfg. Co., Hartford, Conn. Made in 11 models. Special feature: Tribune cycloidal sprocket; Model 040, chainless, $100; Model 041, women's chainless, $100; Model 044, chainless, $75; Model 045, women's chainless, $75; Model 042, cushion frame chainless, $80; Model 043, women's cushion frame chainless, $80; Model 050, blue streak special, $50; Model 051, racer, $50; Model 052, blue streak, $40; Model 053, women's roadster, $40; Model 048, cushion frame roadster, $50; all substantially the same as Columbia models at the same price.

Rambler Bicycles. Manufactured by the Pope Mfg. Co., Hartford, Conn. Made in 10 models. Emphasized features of Rambler line: Inside, and outside fishtail reinforced front forks; claw crank and dished sprocket; Rambler pedals. Otherwise substantially the same as Columbia models at the same price. Model 060, chainless, $100; Model 061, women's chainless, $100; Model 064, chainless, $75; Model 065, women's chainless, $75; Model 062, cushion frame chainless, $80; Model 063, women's cushion frame chainless, $80; Model 070, special, $50; Model 068, cushion frame, $50; Model 072, roadster, $40; Model 073, women's roadster, $40.

Pope Daily service, $40. Color, black with gold stripes, blue or red. Height, 22 and 24 inches. Tires, Hartford 77 or Continental single clinch double tube on steel lined wood rims. Handlebars, optional. Saddle, Persons or Wheeler. Pedals, Standard motorcycle. Chain, Whitney 3-16 inch. Extras: Luggage carrier, $3; otherwise same as on other Pope models. Special features: Heavier tubing, extra large head fittings, motorcycle pedals.

Pope Messenger Special, $35. Color, black, azure blue, cherry red, robin's egg blue, black with red head, nickel trimmings. Height, 20 or 22 inches. Tires, Continental Cactus. Handlebars, optional. Saddle, Persons or Wheeler. Pedals, Standard. Chain, Whitney 3-16 inch. Special feature: Coaster brake included.

Crescent Bicycles. Manufactured by the Pope Mfg. Co., Hartford, Conn. Made in 5 models. Model 080, $40. Color, black, azure blue or cherry red, nickel trimmings. Height, 22 or 24 inches. Tires, Hartford 55, Continental single clinch double tube on steel lined wood rims. Handlebars, optional. Saddle, Persons or Wheeler. Pedals, Bridgeport. Chain, Whitney 3-16 inch. Extras: Pope spring fork, $2.50; coaster brake, $5; plunger hand brake, $2. Model 081, women's, $40. Substantially the same as Model 080, with frame heights of 20 and 22 inches. Model 082, $30. Color, black, azure blue, robin's egg blue with red head, aluminum with red head, nickel trimmings. Height, 20, 22 and 24 inches. Tires, Hartford 50, New Departure, or Pomanco. Handlebars, optionl. Saddle, Wheeler. Pedals, special. Chain, Whitney 3-16 inch. Extras: coaster brake, $5; spring forks, $5; plunger hand brake, $2. Model 083, women's, $30. Substantially the same as Model 082, with frame heights of 20 and 22 inches. Model 080-C, cushion frame, $50. Color, black, azure blue, cherry red, nickel trimmings. Height, 22 and 24 inches. Tires, Hartford 77, Continental single clinch double tube on steel lined wood rims. Handlebars, optional. Saddle, Persons or Wheeler. Pedals, Bridgeport. Chain, Whitney 3-16 inch. Extras, Spring fork, $2.50; coaster brake, $5; plunger hand brake, $2.

Imperial bicycles in 5 models, corresponding in essentials to Crescent line.

Monarch bicycles in 5 models, corresponding in essentials to Crescent line.

Hartford Bicycles. Manufactured by the Pope Mfg. Co., Hartford, Conn. Made in 2 models.

Model 014, roadster, $30. Color, black, black with red head, azure blue, aluminum with blue head, nickel trimmings. Height, 20, 22 and 24 inches. Tires, Hartford 50, New Departure, Pomanco. Handlebars, optional. Saddle, Wheeler Pedals, Special. Chain, Whitney 3-16 inch. Model 015, women's roadster, $30. Substantially the same as Model 014, with frame heights in 20 and 22 inches. Stormer bicycles in models corresponding to Hartford line. Westfield bicycles in models corresponding to Hartford line. Ideal bicycles in models corresponding to Hartford line.

Yale Bicycles—Manufactured by Consolidated Mfg. Co., Toledo, Ohio. Made in 6 models.

Emphasized features: Consolidated 2-piece alloyed automobile-steel hanger; triple truss construction crown. Any coaster brake, $5 extra.

Model 560, cushion frame and fork, $60. Color—Black, blue or red. Height—20, 22 or 24 inches. Tires—Defender Special, Continental, Goodrich or Morgan & Wright. Clincher type extra. Handlebars—Hussey. Saddle—Troxel. Pedals—Bridgeport. Chain—Diamond 3-16-inch.

Model 540, racer, $50. Color—Blue with red head, or black. Height—20 and 22 inches. Tires—Palmer or G & J. Handlebars—Hussey. Saddle—Persons or Troxel. Pedals—Special racing. Chain—Diamond roller 3-16 or ⅛ inch.

Model 550, pace follower, $50. Same as Model 540, except with 26-inch front wheel; straight front fork optional.

Model 530, light roadster, $40. Color—Royal blue or black; red head optional. Height—20, 22, 24 and 26 inches. Tires—Defender Special, Continental, Goodrich, Morgan & Wright, and Fisk. Handlebars—Hussey. Saddle—Persons or Troxel. Pedals—Bridgeport. Chain—Diamond 3-16-inch.

Model 510, roadster, $30. Color—Blue or black. Height—20, 22, 24 and 26 inches. Tires—Continental, New Oxford or Fisk Premier. Handlebars—Hussey. Saddle—Regulation. Pedals—Bridgeport. Chain—Diamond 3-16-inch.

Model 520, women's roadster, $30. Color—Blue or black. Height—20 and 22 inches. Tires—Continental, New Oxford or Fisk Premier. Handlebars—Hussey. Saddle—Troxel. Pedals—Combination. Chain—Diamond 3-16-inch.

Emblem Bicycles. Manufactured by Emblem Mfg. Co., Angola, N. Y. Made in 8 models.

Emphasized Features—One-piece hanger, dustproof hubs, detachable sprockets, reversible cones.

Model 63, cushion frame roadster, $50. Color, plain black. Height, 22 or 24 inches. Tires, Diamond. Handlebars, Kelly or Hussey. Saddle, Emblem. Pedals, Star. Chain, 3-16 inch. Extra—Corbin, Morrow and New Departure coaster brakes, $5.

Model 53, racer, $50. Color, Nile green or black. Height, 20 inches. Tires, Palmer or Emblem. Handlebars, Kelly or Hussey. Saddle, Emblem. Pedals, Star. Chain, 3-16 inch roller. Special features: 26-inch front wheel; straight or curved forks; interchangeable hubs.

Model 51, racer, $50. Same as Model 53, except with 28-inch front wheel, and with 20 and 22 inch frame.

Model 43, truss frame light roadster, $40. Color, black. Height, 20, 22 and 24 inches. Tires, Diamond. Handlebars, Kelly and Hussey. Saddle, Emblem or Persons. Pedals, Star. Chain, 3-16 inch Special feature: truss frame.

Model 43, light roadster, $40. Same as other model, except with diamond frame.

Model 45, women's light roadster, $40. Color, black. Height, 20 or 22 inches. Tires, Diamond. Handlebars, Kelly. Saddle, Emblem. Chain, 3-16 inch.

Model 32, roadster, $30. Color, black or blue. Height, 20, 22 or 24 inches. Tires, Emblem. Handlebars, Emblem. Saddle, Emblem. Pedals, Bridgeport. Chain, 3-16 inch. Special feature: Thor hubs.

Model 35, ladies' roadster, $30. Color, black. Height, 20 or 22 inches. Tires, Emblem. Handlebars, special. Saddle, Emblem. Pedals, special. Chain, 3-16 inch. Special feature: Thor hubs.

Dayton Bicycles. Manufactured by the Davis Sewing Machine Co., Dayton, Ohio. Made in 5 models.

Emphasized Features—Hubs turned from solid bar steel; drop forged fork crown.

Model 123, racer, $50. Color, carmine or black with nickel trimmings. Height, 19 21 and 23 inches. Tires, Palmer. Handlebars, Kelly or Hussey. Saddle, Troxel. Pedals, Dayton racing. Chain, Diamond roller, ⅛ inch ½ inch pitch or 3-16 inch 1 inch pitch. Special feature: ½ inch pitch roller chain; short wheel base.

Model 125, heavy roadster, $40. Color, carmine or black with nickel trimmings. Height, 20, 22 and 24 inches. Tires, Continental or Goodrich. Handlebars, Kelly. Saddle, Troxel. Pedals, Dayton. Chain, Diamond, 3-16 inch. Extra: Steel mudguards to match frame; spring fork.

Model 127, cushion frame roadster, $50. Same as Model 125, except with Musselman coaster brake included; other brakes optional.

Model 120, roadster, $30. Color, carmine or black with nickel trimmings. Height, 20, 22 and 24 inches. Tires, Dayton roadster or Goodrich. Handlebars, Ideal. Saddle, Troxel. Pedals, Dayton. Chain, Diamond, 3-16 inch.

Model 121, ladies' roadster, $30. Color, Carmine or black with nickel trimmings. Height, 20 and 22 inches. Tires, Dayton roadster or Goodrich. Handlebars, Ideal. Saddle, Troxel. Pedals, Dayton. Chain, Diamond, 3-16 inch.

Crown Bicycles. Manufactured by Great Western Mfg. Co., La Porte, Ind. Made in 2 models.

Model 70, roadster, $30. Color, black, crimson or blue. Height, 22 or 24 inches. Tires, Crown or Oxford. Handlebars, Ideal. Saddle, Wheeler or Mesinger. Pedals, Bridgeport. Chain, Duckworth, 3-16 inch. Extras: coaster brake, $5. Hartford, Morgan & Wright or G & J tires. Special feature: Fauber one-piece hanger.

Model 71, ladies' roadster, $20. Same as Model 70, except 20 and 22 inch frames. Extra: coaster brake, $5; mud and chain guards, $1.

Adlake Bicycles. Manufactured by Great Western Mfg. Co., La Porte, Ind. Made in 2 models.

Model 80, roadster, $40. Color, black, crimson or blue. Height, 20, 22 or 24 inches. Tires, Goodrich, Morgan & Wright, or Hartford 70. Saddle, Wheeler. Pedals, Bridgeport. Handlebars, Hussey, Ideal or Kelly. Chain, 3-16 inch. Coaster brake, $5.

Model 81, ladies' roadster, $40. Same as Model 80, except 20 and 22 inch frames. Extra: coaster brake, $5; mud and chain guards, $1.

Pierce Bicycles, manufactured by Pierce Cycle Co., Buffalo, N. Y. Made in 27 models.

Emphasized Features — Centered bevel gear drive, outside head joints on racer; flush joint reinforcements on other models; two-plate fork crown; reinforced crank brackets; seat post and handlebar binders; spring fork and pneumatic cushion frame; flangeless hubs turned from solid bar steel.

Models 152 and 154 cushion frame and spring fork chainless, $80. Colors, black, carmine, blue, with nickle trimmings. Height, 22 and 24 inches. Tires, Fisk, Hartford or Kokomo. Handlebars, Kelly or Ideal. Saddle, Mesinger, Sager or Troxel. Pedals, Star. Extra: Coaster brake, $5. Model 158, women's cushion frame and spring fork chainless, $80. Substantially the same as models 152 and 154, except with 22-inch frame only. Models 131, 132 and 134, cushion frame and spring fork chain, $55. Substantially the same as models 152 and 154, excepting for chain drive, and in 21, 22 and 24 inch frame heights. Model 138, women's cushion frame and spring fork chain, $55. Substantially the same as Models 131, 132 and 134, except in 22-inch frame only. Models 120, 121, 122 and 123, racer, $50. Color, Carmine, black or blue with nickel head. Height, 20, 21, 22 and 23 inches. Tires, Fisk 88, Kokomo or Hartford 80. Handlebars, Kelly or Ideal. Saddle, Troxel or Persons. Pedals, Star racing. Extra: Coaster brake, $5. Model 110, special track pacer, $50. Color, carmine with nickel head only. Height, 20 inches. Tires, Fisk 88, Kokomo or Hartford 80. Handlebars, Kelly or Ideal. Saddle, Troxel or Persons. Pedals, Racing. Models 100, 101, 102, 103, 104, men's roadsters, $40. Color, black, bright carmine or blue, with nickel trimmings. Height, 20, 21, 22, 23 and 24 inches. Tires, Fisk 66, Hartford 70 or Kokomo. Handlebars, Kelly or Ideal. Saddle, Persons or Star. Pedals, Bridgeport. Extra: Coaster brake, $5. Models 107 and 108, women's regular, $40. Substantially the same as roadster models, except in 20 and 22 inch frames only. Models 20, 21, 22 and 24, heavy service, $40. Color, black, carmine and blue with nickel trimmings. Height, 20, 21, 22 and 24 inches. Tires, Fisk or Oxford. Handlebars, Kelly or Ideal. Saddle, Troxel. Pedals, Bridgeport. Extra: Coaster brake, $5. Models 10, 11, 12 and 14, export, $52.50. Color, black, carmine or blue, with nickel trimmings. Height, 20, 21, 22 and 24 inches. Tires, G & J, Palmer, Dunlop, Kokomo, Fisk tough tread or Hartford. Handlebars, Kelly or Ideal. Saddle, Mesinger, Sager or Persons. Pedals, Bridgeport. Special features: Steel or wood rims, steel mud guards, 20th Century gas lamp, bell. Extras: Coaster brake, $5; hand brake, $1.

Hudson Bicycles, manufactured by the Miami Cycle & Mfg. Co., Middletown, Ohio. Made in 9 models.

Emphasized Features — Close coupled frame, extra long fish-mouth reinforcements; drop-forged semi-arch fork crown; D. and J. hanger; dust-proof hubs turned from solid bar steel.

Model 500, pathfinder, $55. Color—Green with French gray spiked head and seat mast. Height—20, 22 and 24 inches. Wheelbase, 42½ inches. Tires—Hartford 77. Handlebars—Kelly or Ideal. Saddle—Troxel or Persons. Pedals—Star rat-trap. Chain—Diamond roller 3-16-inch, ½-inch pitch; Musselman coaster brake included. Options: Any tires or with 1-inch pitch sprockets.

Model 500, pathfinder, $65. Same as $55 model, except with cushion frame and in 22 and 24 inch frame heights only.

Model 501, racer, $50. Color—Blue, red or black with nickel trimmings. Height—20, 22 and 24 inches. Wheelbase—42½ inches. Tires—Hartford 80. Handlebars—Kelly racing or Ideal. Saddle—Troxel or Persons racing; Pedals—Star racing. Chain—Diamond 3-16-inch block or roller.

Model 501-R, racer, $50. Color—Chamois yellow with vermillion spiked head. Height—21 and 23 inches. Wheelbase—40 inches. Front wheel 26 inches, otherwise as Model 501.

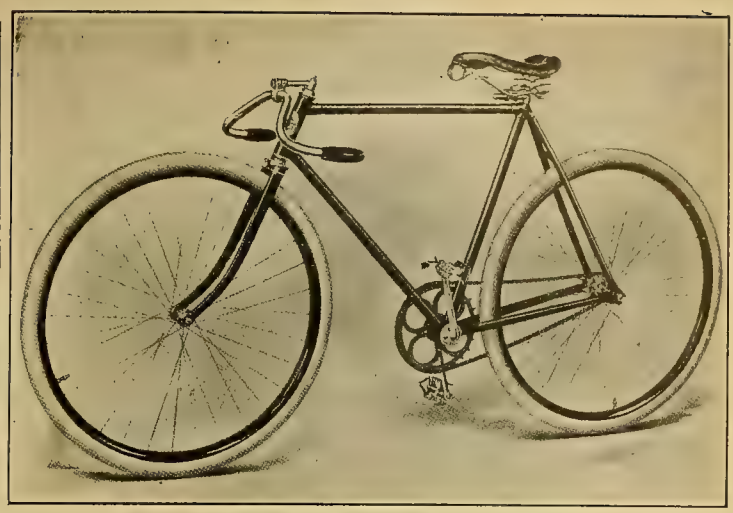
Model 502, cushion frame roadster, $50. Color—Black with double gold stripes. Height—22 and 24 inches. Wheelbase—42½ inches. Tires—Hartford 77. Handlebars—Kelly or Ideal. Saddle—Troxel or Persons. Pedals—Bridgeport. Chain—Diamond 3-16-inch. Options: Pathfinder or Defender Cactus tires, black enamel. Extra, Musselman coaster brake, $5.

Model 502, rigid frame roadster, $40. Height, 20, 22 and 24 inches. Otherwise same as other Model 502.

Model 503, ladies' rigid frame, $40. Color—Blue with double gold stripe. Height—20 and 22 inches Wheelbase—44 inches. Tires—Hartford 77. Handlebars—Kelly or Ideal. Saddle—Troxel. Pedals—Bridgeport. Chain—Diamond 3-16-inch. Options: Path-



MODEL 530, YALE LIGHT ROADSTER, $40



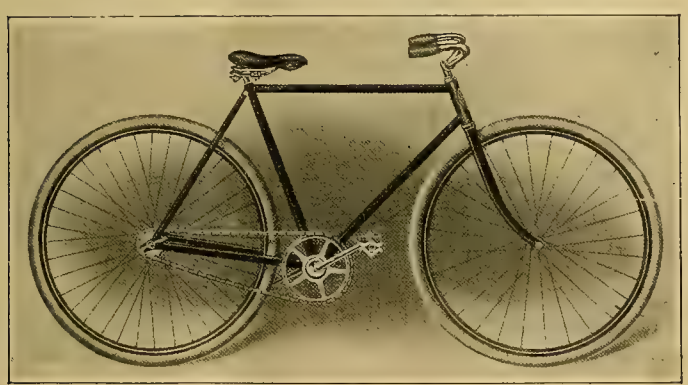
MODEL 510, YALE ROADSTER, $30



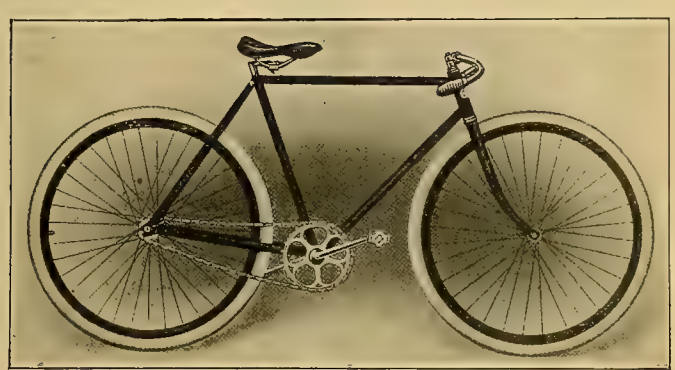
MODEL 63, EMBLEM CUSHION FRAME ROADSTER, $50



MODEL 43, EMBLEM TRUSS FRAME LIGHT ROADSTER, $40



MODEL 085, MONARCH, $40



MODEL 082, CRESCENT, $30



MODEL 152, PIERCE CUSHION FRAME SPRING FORK, $80



MODEL 102, PIERCE ROADSTER, $40

finder or Defender Cactus tires, black enamel. Extra: Musselman coaster brake, $5.

Model 505, ladies' rigid frame, $30. Color —Red, with single gold stripe. Height—20 and 22 inches. Wheelbase—44 inches. Tires —New Oxford. Handlebars—Ideal. Saddle —Troxel. Pedals—Standard. Chain—Diamond, 3-16-inch. Hanger—Hudson special. Option: Black enamel. Extra: Musselman coaster brake, $5.

Model 504, special roadster, $30. Color—Red with single gold stripe. Height—20, 22 and 24 inches. Wheelbase—42½ inches. Tires—New Oxford. Handlebars—Ideal. Saddle—Troxel. Pedals—Standard. Chain — Diamond. 3-16-inch. Hanger — Hudson special. Option: Blue or black enamel. Extra: Musselman coaster brake, $5.

Miami Bicycles. Manufactured by Miami Cycle & Mfg. Co., Middletown, Ohio. Made in 3 models.

Model 158, roadster, $25. Color, black with red spiked head, red with black spiked head. Height, 20, 22 or 24 inches. Wheelbase, 45 inches. Tires, New Oxford. Handlebars, Ideal. Saddle, Troxel Pedals, Standard. Chain, Diamond 3-16 inch. Extra, Musselman coaster brake, $5. Special feature, one-piece Fauber pattern hanger. Model 159, women's roadster, 25. Substantially the same as Model 158, with frame heights of 20 and 22 inches. Miami carryall, $45. Color, plain black. Height, 22 and 24 inches. Wheelbase, 45 inches. Tires, Pathfinder non-skid. Handlebars, Ideal. Saddle, Troxel. Pedals, Bridgeport. Chain, Diamond 3-16 inch. Extra, Musselman coaster brake, $5. Special features: Double bar frame; knockout axles; one-piece crank; wire screen basket on front and skeleton carrier rear.

World Bicycles. Manufactured by Arnold, Schwinn & Co., Chicago. Made in two models.

Emphasized Features—Single or double bar frame; ball retainers throughout.

Double bar model. Color, black with nickel trimmings. Height, 20, 22 or 24 inches. Tires, single or double tube and clincher. Handlebars, Kelly. Saddle, special. Pedals, special. Chain, 3-16 inch block. Extra: coaster brake, $5. Special feature: World one-piece hanger.

Also make Admiral bicycles and ladies' model, with same general specifications except truss frame.

New England Racer, manufactured for J. W. Grady & Co., Worcester, Mass. Made in two models.

Emphasized features: Curved seat mast tube, bringing rear wheel four inches closer to hanger, and shortening rear stays to 14½ inches. Designed to eliminate skidding on small banked tracks, by giving more equal weight distribution.

Color, maroon with full nickel forks. Height, 20 and 22 inches. Hanger, D. & J. Tires, optional. Handlebars, Ideal or Hussey. Saddle, Persons. Pedals, Star racing. Chain, Coventry roller.

Juvenile Bicycles.

Fay, manufactured by Pope Mfg. Co., Hartford, Conn. Made in boys' and girls, models, in 20, 24 and 26 inch wheels, and heights of 15, 16 and 18 inches, at $20, $22.50 and $25. Also Ideal, Crescent, Monarch, and Imperial models in same sizes at same prices.

Yale, manufactured by Consolidated Mfg. Co., Toledo, Ohio. Made in boys' and girls' models in 20, 24 and 26 inch wheels, and heights of 15, 16½ and 18 inches, at $20, $22 and 25. Also Snell, in same models and same prices.

Ray, manufactured by Miami Cycle & Mfg. Co., Middletown, Ohio. Made in boys' and girls' models in 20, 24 and 26 inch wheels, and heights of 15, 16 and 18 inches, $20, $22.50 and $25. Also Hudson in same models and at same prices.

Emblem, manufactured by Emblem Mfg. Co., Angola, N. Y. Made in boys' and girls' models in 24 and 26 inch wheels, and heights of 16 and 18 inches, at $25.

Cyrus, manufactured by Great Western Mfg. Co., La Porte, Ind. Made in boys' and girls' models, in 24 and 26 inch wheels, and heights of 16½ and 18 inches, at $25.

Coaster Brakes and Their Characteristics

Eclipse—Manufactured by the Eclipse Machine Co., Elmira, N. Y. Principle of operation: a screw thread on the driving mechanism causes a small driving cone to be forced into contact with the hub shell when the pedals are driven forward. When the pedals are held stationary, friction between the hub and cone causes the driving part to back away from its seat in the shell, rendering the rear wheel free. When the pedals are pushed backward, the driving part is moved further away from the clutch seat in the shell, exerting a tipping action on the end of a small lever piece which is loosely fitted between the edges of a slotted stationary brake sleeve. The lever expands the sleeve against the hub, applying a powerful braking action.

Emphasized Features — Armless, large braking surface; entire absence of springs; has but eight parts; weighs but 27 ounces; claimed to be the smallest brake produced.

Eclipse for Motorcycles—Operates on the same general principle as the bicycle type, though heavier construction throughout. The brake sleeve has cork inserts on the friction surface and a side-arm is used.

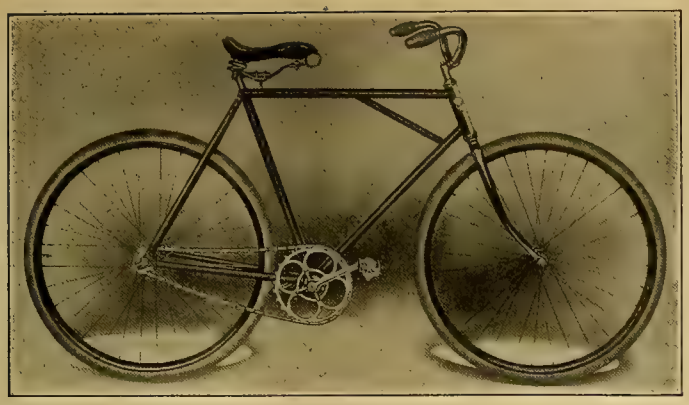
Emphasized Features — Produced in widths to suit almost any sort of frame and chain line design and all sizes and widths of sprocket; special models for chainless bicycles; will roll backward without engaging brake; driver and braking members independent; concave, and can be supplied with front hubs to match.

Corbin—Manufactured by the Corbin Screw Corporation, New Britain, Conn.

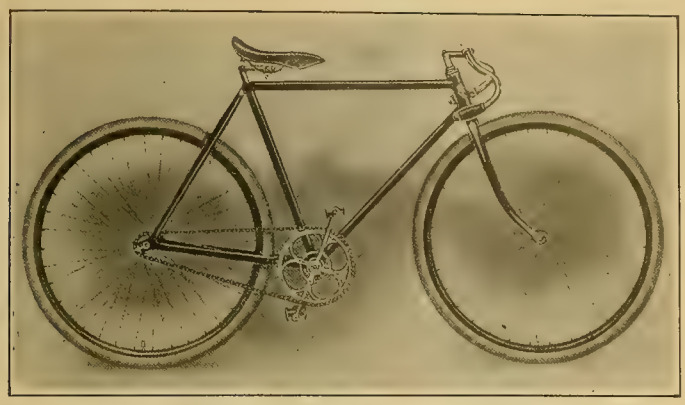
Principle of Operation—Driving action is secured through the engagement of a cone with the hub shell. When the pedals are held stationary the effect is to force the driver back along the screw far enough to release the hub from engagement. When the pedals are moved back, the driving member engages the braking clutch by means of ratchet teeth cut in the corresponding faces of the driving and braking members, and the braking clutch is rotated according to the amount of backward pedal movement. This expands a set of three hardened tool steel rings against the hub, giving the braking effect.

Corbin Two-Speed. Manufactured by the Corbin Screw Corporation, New Britain, Conn.

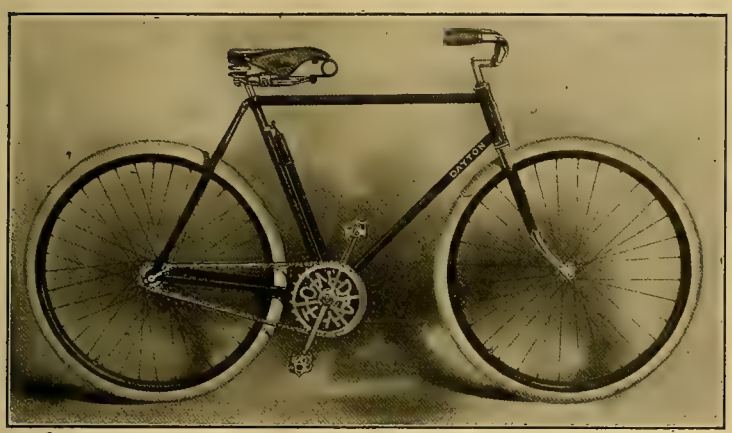
Principle of Operation—Braking Mechanism the same as in the Corbin simple coaster brake, and normally the driving action is the same. In addition there is a compact reducing gear of the planetary type, a secondary or low speed driver and and ingenious "controller." Upon checking the pedal motion the braking clutch is engaged, ready for such braking action as may be desired. When the pedals move forward once more, however, the high speed or "direct" clutch is prevented from engaging with the hub because of ratchet teeth cut in the corresponding faces of the "controller" and clutch. The points of these teeth come into contact, preventing the clutch from seating. The low speed clutch engages instead, the driving action being transmitted through the planetary gear, making the rear wheel turn slowly in relation to the rear sprocket, giving great leverage for hill climbing, for going through sand and mud, or against heavy wind. By stopping the pedals a moment,



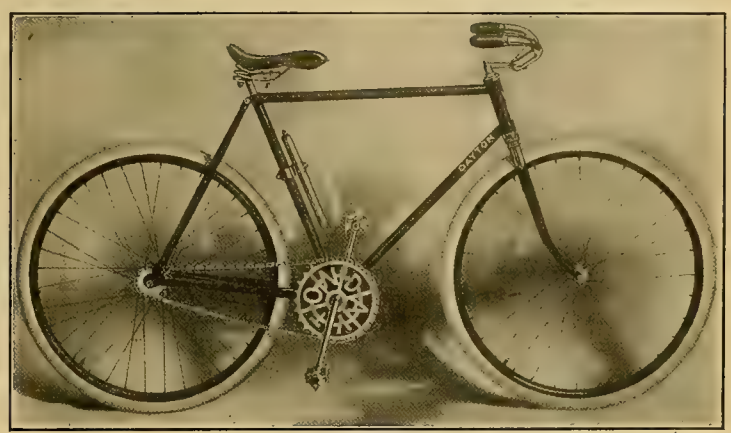
MODEL 500, HUDSON PATHFINDER, $55



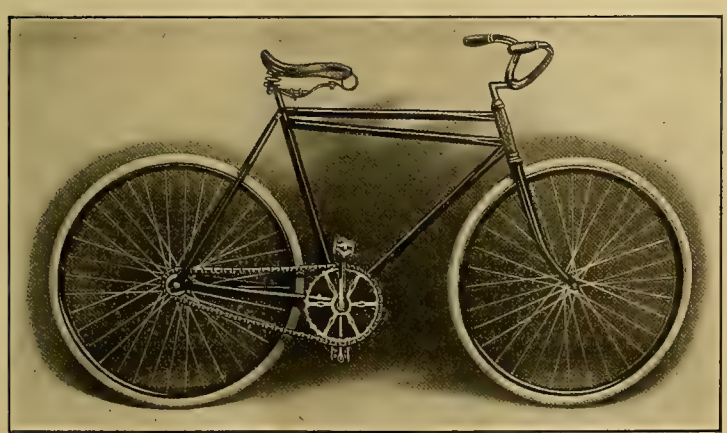
MODEL 501, HUDSON RACER, $50



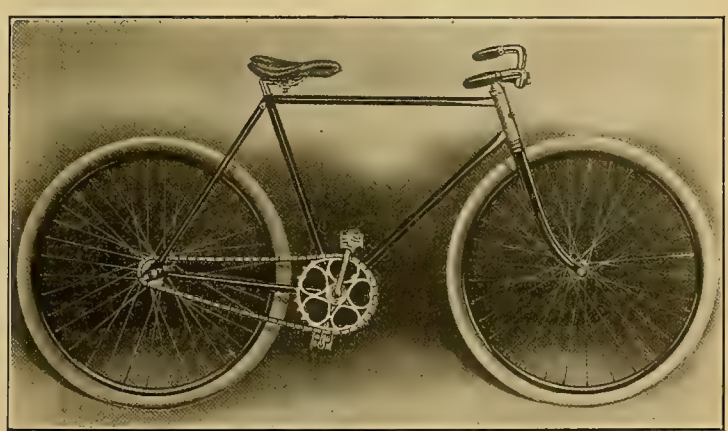
MODEL 125, DAYTON HEAVY ROADSTER, $40



MODEL 120, DAYTON ROADSTER, $30



WORLD DOUBLE BAR MODEL



MODEL 5, ADMIRAL



MODEL 80, ADLAKE ROADSTER, $40



MODEL 70, CROWN, $30

the low speed clutch is withdrawn, the high speed clutch teeth slip past those on the controller, so that the clutch can engage, and direct drive is re-established. Like the simple hub, the two speed will roll backward without braking.

Emphasized Features — Compactness; speed changes effected entirely by pedal action; combines both brake and change gear; durability.

Corbin Coaster Brake for Motorcycles—Operates on the same general principle as the Corbin brakes for bicycles, but is of the required heavier construction.

Corbin Band Brake for Motorcycles—Concaved rear hub having a large brake drum on the left side. Around the circumference of the drum is a powerful contracting band, operated through a stout toggle arrangement when the pedals are moved backward. Supplied for belt or chain machines with any chain line and any sprocket.

New Departure. Manufactured by the New Departure Mfg. Co., Bristol, Conn.

Principle of Operation—To provide an even expansion in the hub shell, three brake rings are employed, with their open ends "staggered," or at equal distances around the inner circumference of the brake drum. Three small "expanders" or cams suitably pivoted and with their working faces interposed between the ends of the rings expand the latter. Three distinct groups of parts constitute the brake as a whole. These units are the driver, the sliding sleeve, and the brake. Driver and sprocket go together, turning as one piece, either forward or back. The clutch, which is threaded on the driver, is forced to left or right in the hub, according to the direction of the pedaling effort. In forward pedaling it moves to the right, against the clutch surface of the hub shell and drives the rear wheel forward. In backward pedaling it moves to the left, against the brake clutch and operates the brake. Coasting gives the intermediate positon, with neither the hub nor the brake engaged.

Emphasized Features—The three units composing the brake are easy to assemble; hub shell concave; side-arm has adjustable set screw for rigid attachment to the frame, regardless of size; even distribution of friction on breaking surface; can have front hubs to match.

New Departure for Motorcycles. Employs an internal expanding brake, the band opening or expanding in a reverse direction to the rotation of the hub, so that the brake cannot "wind up," bind or lock. The actuating principle is an adaptation of that used in the New Departure bicycle brake, but the working parts of the braking mechanism itself are only two, these being the brake band, which is 3 inches wide, and the lever that expands it. Upon the application of back pedal pressure, the new and heavy actuator engages with the lever in such a way as to force the brake band into expansion contact with the brake drum at all points of the circle. The device, it is claimed, will not "pick up" the pedals or cause a constantly changing positon of the feet while riding.

Thor. Manufactured by the Aurora Automatic Machinery Co., Aurora, Iill.

Principle of Operation—Multiple disc braking effect is obtained by ten small discs, half of which are keyed to the hub shell, while the rest are keyed to the axle and are prevented from rotating. The stationary and the movable discs are alternate, so that when they are pressed together from the end, they grip each other on two sides. A clutch, worm-mounted on the driving member, exerts this end pressure through a braking cone, when the pedals are moved backward. The cone, in addition to squeezing the friction discs together, also engages with a conical surface in the hub shell, further increasing the braking friction. When the pedals are driven forward, the driver forces the clutch over along the screw, into engagement with the shell in the ordinary manner. Stopping the pedals causes the clutch to back out of engagement, leaving everything free for coasting.

Emphasized Features—Large total of braking surface by the use of discs; seat of driving clutch is close to the supporting bearing, preventing springing or straining of the shell; promptness of clutch release assisted by spring action.

Thor for Motorcycles—Operates on the same principle as the bicycle type. The parts are larger and the brake area is greatly increased, to provide for the heaviest braking effort.

Musselman. Manufactured by the Miami Cycle & Mfg. Co., Middletown, O.

Principle of Operation—The clutch, as is common with coaster brakes, rides loosely upon a worm or driver which moves with the sprocket. According to whether the sprocket is moved forward, held stationary or moved backward, the clutch moves right or left and is brought into engagement with the drive clutching surface of the hub, is freed from it, or is driven far enough to cause the engagement of the brake. The latter function is accomplished by a large wedge which is thrust into a V-shaped opening in the braking sleeve. The wedging apart of the sides of the sleeves expands the latter into contact with the inner face of the hub shell, and as the sleeve is fastened so it cannot rotate, a dragging or baking action is effected; the side-arm dispensed with, making the brake "armless," suitable fastenings being provided at the ends to make the side-arm wholly unnecessary.

Emphasized Features—Armless, giving a neat appearance by the elimination of the side-arm; braking action tends to draw up the axle nuts, adding to the security of the brake in the rear forks; simplicity of construction.

Musselman for Motorcycles — Distinguished as being the only "armless" motorcycle coaster brake. The outside of the hub shell has circumferential flanges, to give added strength and to provide extra radiating surface for friction heat. Operates on the same principle as the bicycle type, with such enlargement and strengthening of parts as the heavier service calls for.

New Atherton. Marketed by the D. P. Harris Hardware Co., New York City.

Principle of Operation—No worm or screw members are employed and there are neither friction discs nor expanding sleeves. Cams rigid with the sprocket member govern the operation of the device. On the forward drive the first eccentric or cam spreads the semi-circular levers which form a clutch against the inner surface of the hub barrel. The latter is gripped so firmly that sprocket and hub barrel turn as one. When the sprocket stops, as in coasting, the clutch at once is released, permitting the rear wheel to turn free. When back pedaling reverses the sprocket, another cccentric comes into play, forcing the expanding wedges of the friction sections against the inner face of the hub shell. The braking sections are held rigid by a large cone and fastened in the frame fork.

Emphasized Features.—Armless; concave exterior; no sliding or movement of parts endwise along the axle; driving and braking action brought directly on hub barrel; shell of considerable thickness and reversible, so that parts may be assembled into either end; driving and braking members assembled in groups, making assembling easy; use of eccentrics and circular levers instead of worms or cone clutches; braking parts made of anti-friction metal; light weight.

"There are lots of doctors in the world, allopaths, homeopaths and osteopaths, but a cycle path is the best of all. I firmly believe that if it were not for the bicycle I would not be alive today."—*Daniel M. Adee, President National Cycling Association.*

Diversified Offerings of the Tire Trade

Kokomo Tires. Manufactured by the Kokomo Rubber Co., Kokomo, Ind.; made in three brands; Defender Special, New Oxford and Juvenile; all single tubes.

Defender Special—Two layers of cotton fabric woven around inner tube, smooth outer tread. Comes in four grades—Road, Tandem, Sulky and Cactus Proof; sizes vary from 1⅜x20 inches to 1⅝x30 inches.

New Oxford—Medium priced, smooth or corrugated tread; sizes 1⅜x28 inches to 1⅝ x30 inches.

Juvenile—Same in style and quality as New Oxford; sizes 1¼x20, 1⅜x20 inches, 1½x22 inches, 1½x24 inches and 1 1-2 x 26 inches.

Motorcycle—Double tube clincher tire, four-ply fabric; re-enforced studded tread or gridiron tread; sizes 1¾, 2, 2¼, 2½, 2¾ x28 inches.

Hartford Tires. Manufactured by the Hartford Rubber Works Co., Hartford, Conn. Made in 15 single tube brands and one double tube.

No. 80—Cotton thread fabric, smooth tread, suitable for heavy road use; sizes range from 1½x24 inches to 1¾x30 inches.

No. 80-H—Same construction as No. 80 with extra heavy tread; used for tandems and fast, heavy road work; sizes, 1⅜x28 inches to 1¾x28 inches.

No. 80-E.-H.—Same as No. 80H, but with corrugated tread.

No. 77-E.-H.—Close woven fabric, heavily re-enforced, corrugated tread; sizes, 1⅝x24 inches to 1¾x30.

No. 77—Close woven cotton fabric, smooth tread, for road use; sizes range from 1⅜x20 inches to 1½x34 inches.

No. 77-H—Same as No. 77, but with re-enforced fabric and tread; suitable for tandems and hard road work: sizes 1½x26 inches to 1¾x30 inches.

No. 70—Close woven fabric, smooth or corrugated tread, for medium priced bicycles; sizes 1¼x26 inches to 1¾x30 inches.

No. 50—Similar to No. 70, but cheaper; smooth or corrugated tread; sizes 1⅝, 1½, 1⅝x28 inches.

No. 50 Thick Tread—Same as No. 50 but re-enforced by three plies of fabric and heavier rubber; sizes 1⅜, 1½, 1⅝x28 inches.

Juvenile—Same as No. 50, but smaller; sizes 1¼x16 inches to 1½x26 inches.

Thorn Tire—Same quality of materials as No. 77, but re-enforced with five extra plies of special duck on tread, tapering down the sides; sizes 1½, 1⅝, 1¾x28 inches.

Thick Tread—Same quality as No. 50, re-enforced with three plies of fabric; sizes 1½, 1⅝x28 inches.

Flexible—Woven fabric, low priced; smooth or corrugated tread; sizes 1⅜, 1½, 1⅝x28 inches.

Cushion—Solid rubber; sizes range from 1x20 to 1½x28 inches.

Raritan—Cheap tires, smooth or corrugated tread; sizes 1⅜, and 1½x28 inches.

Raised Tread—Same as Raritan, but with raised tread; sizes 1⅜ and 1½x28 inches.

Dunlop Detachable—Double tube tire with smooth tread; made in five brands, Road, Extra Heavy, Tandem, Juvenile, and Racing; sizes vary from 1½x20 for the smallest Juvenile, to 1¾x30 for the Road.

Dunlop Motorcycle—Construction similar to Detachable Extra Heavy; sizes 1¾x 26 inches to 2½x30 inches.

Fisk Tires. Manufactured by the Fisk Rubber Co., Chicopee Falls, Mass., made in eleven brands, all single tubes:

No. 88-H—A light, fast fabric tire, with smooth thickened tread; sizes, 1⅛, 1¼, 1⅜x26 inches, and 1⅛, 1¼, 1⅜, 1½x28 inches.

No. 66—Woven fabric, smooth tread; for light road work; sizes 1¼x28 inches to 1½ 828 inches.

No. 66 Extra Heavy—Similar in construction to No. 66, but with heavy corrugated tread, made especially for hard road usage; sizes 1⅜, 1½, 1⅝ and 1¾x28 inches.

Premier Tough Tread—For hard service; close woven fabric, with raised, re-enforced tread; sizes 1⅜ and 1½x28 inches.

Premier—Close woven, medium priced; re-enforced smooth tread; sizes, 1⅜ and 1½ x28 inches.

New Departure—Same as Premier, except for re-enforced corrugated tread; sizes, 1⅜, 1½ and 1⅝x28 inches.

Massasoit—Plain tread; sizes 1⅜, 1½ and 1⅝x28 inches.

Victor—Corrugated tread; sizes 1¼, 1⅜, 1½, 1⅝x28 inches.

Victor Thorn Proof—Same as Victor, but re-enforced with cactus tread strip; sizes 1⅜ and 1½x28 inches.

Special Racer—Thread fabric, light weight, with flannel protection strip on rim side; sizes 1⅛ and 1¼x28 inches.

Premier Juvenile—Same as Premier in construction, but smaller; sizes, 1⅜, 1½x 26 inches; 1⅜, 1½x24 inches, and 1⅜x20 inches.

Morgan & Wright Tires, manufactured by Morgan and Wright, Detroit Mich, made in twelve brands.

Double Tube, smooth tread—Single wheels only; sizes 1½x24 inches to 1¾x30 inches.

Double Tube, corrugated tread—Single wheels only; sizes 1⅜, 1½, 1⅝x28 inches.

Single Tube, Smooth Tread—Single wheels only; sizes 1⅜x20 inches to 1¾x30 inches.

Single Tube, Corrugated Tread—Fine corrugations; sizes 1½x26 inches to 1⅝x28 inches.

Cataplaro Heavy Tread—Smooth or corrugated tread, double tube; for use on tandems and heavy road work; sizes 1½x26 inches to 1¾x30 inches.

Cataplaro Heavy Tread—Smooth or corrugated tread, single tube; for use on tandems and heavy road work; sizes 1½x26 inches to 1¾x30 inches.

Detroit Special—Juvenile single tube, low priced; tread with wide corrugations; sizes 1⅜x20 inches, 1⅜x24 inches, and 1⅜ or 1½x26 inches.

Pneumatic Cushion—Combination of cushion tire and pneumatic; three layers of rubber and five plies of fabric; walls extra thick; for use where thorns and cacti abound; sizes 1½ and 1⅝x28 inches.

Clincher—Woven fabric; widely serrated tread; hard rubber bed; seamless inner tube; in various degrees of thickness and style. Casings and inner tubes furnished separately or together; sizes range from 1½x14 for the Juvenile to 1¾x30 inches for the heavy tread Cataplaro.

Cushion—A full line of cushion tires with holes ¼, 5-16, ⅜, ½, 9-16 inches in diameter; sizes 1x26 inches to 1½x30 inches.

Motorcycle Tires—Double tube clincher tires, with either Bailey, heavy corrugated, or basket weave treads, furnished with either single or double clinch; sizes 1¾x28 inches to 2½x28 inches. A special grade of 2¼ and 2½x26 inches tires also is made.

Racing—Single tube, with thread fabric; smooth tread for board tracks, Bailey and corrugated treads for dirt tracks; sizes 1⅛ and 1¼x28 inches.

Diamond Tires. Manufactured by the Diamond Rubber Co., Akron, Ohio, made in nine single-tube brands, two double-tube, and one brand of double-tube motorcycle tires.

Diamond Thread—Very light, especially suited to racing; smooth tread only; cotton thread fabric.

Kim—Woven fabric with heavy tube and re-enforced smooth tread; for all-around use.

Ixion—Similar in construction to Kim, but lighter; smooth and medium corrugated tread.

Puncture Proof—Fabric re-enforced by special close-woven fabric; raised tread; rim side equipped with flannelette.

Cushion Pneumatic—Special heavy four-ply woven fabric with extra heavy wall; smooth tread only; flannelette on rim side.

Unicorn Puncture Proof—Similar in construction to the "Puncture Proof" but of less expensive material; raised tread only.

400 Tandem—Three-ply thread fabric with heavy cover; smooth or fine corrugated tread; suited to hard road work and tandem use.

XX—Medium priced, with double woven fabric; smooth or coarse corrugated tread.

Oriental—Light, red cover; coarse corrugated tread only; two-ply woven fabric.

1920—Double tube tire for hard work; casing either fabric or rubber lined; smooth tread only.

Niagara—Double tube for ordinary work; low priced; smooth tread only.

Motorcycle—Double tube clincher type; heavy gauge, with wide corrugations on tread, two-ply woven fabric; sizes 2¼, 2½x26 inches, and 2¼, 2½, 2¾x28 inches.

G & J Tires. Manufactured by the G & J Tire Co., of Indianapolis, Ind., made in three brands, all of the double tube clincher type.

Road—Two-ply woven cotton fabric; wide corrugated tread; sizes 1½x20 inches to 1¾x32 inches.

Heavy Tread—Similar to Road, but with heavy re-enforcement on tread; corrugated on center of tread, serrated at sides; suited for heavy road work; sizes 1½x20 inches to 1¾x32 inches.

Tandem—Quadruple cotton fabric woven closely; same rubber re-enforcement as Heavy Tread brand; for heavy riders or tandem machines; sizes 1½x26 inches to 1¾x32 inches.

Motorcycle—Double tube clincher type; three-ply woven fabric with either heavy corrugated, basket weave or Bailey tread; sizes range from 1¾x26 inches to 2½x30 inches. In connection with these tires, socket joint inner tubes are offered; sizes 2x26 inches to 2½x28 inches.

Tandem Motorcycle—Similar to Motorcycle, but with four-ply fabric and heavier tread; corrugated or Bailey tread; sizes ranging from 2¼x26 inches to 2½x28 inches.

Goodyear Tires, manufactured by the Goodyear Tire & Rubber Co., Akron, Ohio. Made in six brands for bicycles.

Pathfinder—Two-ply, Egyptian cotton fabric; smooth tread; sizes 1⅜, 1½ and 1⅝x28 inches.

Pathfinder Non-Skid Extra Heavy—Four-ply cotton fabric, raised checkerboard tread; rim side pebbled; heavy re-enforced cover; sizes 1⅜ and 1½x28 inches.

Standard—Low priced; woven fabric; smooth or corrugated tread; sizes 1⅜ and 1½x28 inches.

"44"—Medium priced; two-ply woven fabric; smooth or corrugated tread; sizes 1⅜ and 1½x28 inches.

"54"-E.-H.—Re-enforced fabric and tread; suited for heavy road work, or tandem; sizes 1⅜, 1½, 1⅝x82 inches.

Cushion Pneumatic—Five layers of woven cotton fabric; extra heavy cover; sizes 1½ and 1⅝x28 inches.

Continental Tires, manufactured by the Continental Rubber Works, Erie, Pa. Made in five single-tube brands, two double-tube, one clincher for bicycles, and three clincher types for motorcycles.

No. 15 Roadster—Two-ply woven fabric, finely corrugated tread, tapering to sides, pebbled rim side.

No. 30 Roadster—Same as No. 15, except for heavier rubber tread.

No. 35 Roadster—Same as No 30, except for widely corrugated tread.

No. 45 Roadster—Same as No. 35, but with heavier tread and tube.

No. 50 Roadster—Same as No. 45, but with studded tread.

No. 60 Roadster—Double tube re-enforced, two-ply woven fabric, widely corrugated tread; herring-bone corrugations on rim side; extra heavy inner tube.

No. 80 Roadster—Same as No. 60, except for re-enforced tread.

Clincher—Casing widely corrugated on tread, finely corrugated on sides; two-ply heavy woven fabric with overlapping ends; inner tube with either Continental or M. & W. end flaps.

Motorcycle — Four-ply, extra heavy, woven cotton fabric; tread may be either Bailey, lattice style, or widely corrugated with serrations on the sides.

Empire Tires. Manufactured by the Empire Tire Co., Trenton, N. J., made in two brands of motorcycle tires.

Corrugated tread—Molded, with three-ply closely woven cotton fabric; wide corrugations on tread; heavy re-enforced cover; sizes, 2¼x26 inches to 2¾x28 inches.

Checkered tread—Molded, with three-ply woven cotton fabric; heavy re-enforced cover with checkerboard tread; sizes 2½x26 inches to 2¾x28 inches.

Endless or Butt-End tubing for the above casings also are carried.

What the Makers of Parts and Accessories Offer

The Standard Co., Torrington, Conn.—Standard products, including "Diamond E" spokes and nipples, rat-trap and rubber pedals; toe clips, and also Breach-Block spark plugs.

Duckworth Chain & Mfg. Co., Springfield, Mass.—Duckworth chains in roller and block types for bicycle and motorcycle use. Made in a full line of sizes for both types of machine.

Badger Brass Mfg. Co., Kenosha, Wis.—Solar lamps in four styles; three gas, one oil. Motorcycle headlight, 6x4½ inches, with separate generator and lens mirror reflector; with and without red side jewels. Bicycle gas lamps, 7 inches high; detachable generator; removable aluminum reflector. Bicycle oil lamp, 6½ inches high; has patented oil fount catch and wick lock, removable aluminum reflector and combination bracket to fit head or fork side. All lamps made of brass.

H. & F. Mesinger Mfg. Co., New York City—Mesinger saddles in eleven styles. Two for motorcycles, two of dished cavalry type, one of suspension type, all having compound springs and the emphasized Mesinger features, viz.: hinged front spring, rear shock absorbers and three-ply tops. Bicycle saddles of cavalry, suspension and padded top styles, with compound, compression, universal, truss, and single and double coil springs. Also, tool kits, leather magneto covers and "splashers" for mud guard extensions.

Bevin Bros. Mfg. Co., East Hampton, Conn.—Few types of push-button bells, continuous ringing; revolving tops. Twenty types lever bells; rotating electric stroke; double chiming. Plain, beaded, or decorated; screw or band clamps. Seven styles of trouser guards, plain, corrugated or leather covered. Five styles of toe clips. Also nipple grips, fork end repair tips and spring steel oil hole covers.

Standard Welding Co., Cleveland, O.—Electrically welded seamless steel tubing of various sizes, shapes and gauges; fork sides; head lugs; seat post clusters; rims, mudguards; pulley rings.

The Star Ball Retainer Co., Lancaster, Pa.—Star ball retainers for bicycle and motorcycle, and all other types of ball bearings. Feature, single piece sheet steel retainer and separator combined.

The Parish & Bingham Co., Cleveland, O.—Sprockets for bicycles and motorcycles in all sizes and pitch lengths, also especially adapted to coaster brake use. Sprockets pressed flat. Also pressed metal-

work of various sorts adapted to cycle construction work.

Louis Rastetter & Sons, Fort Wayne, Ind.—Rastetter wood rims for bicycles, made of Michigan rock maple.

A. Nelson Mfg. Co., Chicago, Ill.—Adjustable cones; repair axles and cone sets; crank repair tips; repair bolts; valve dies and tools; couplings, union joints, elbows and tees; pump nipples; lamp brackets.

New Departure Mfg. Co., Bristol, Conn.—Six types of New Departure bells, nine types of Bristol bells. Sizes 1¾ to 3 inches. Styles, rotary electric alarm, double stroke chime, continuous alarm. Attachment, screw and lock clamps. New Departure and Security cyclometers registering up to 10,000 miles. New Departure mounted on axle, Security mounted on hub inside spokes.

Forsyth Mfg. Co., Buffalo, N. Y.—Eight types of Forsyth pedals. Styles, rat-trap and combination, shouldered and straight barrel. Two types Forsyth detachable hand brake. Styles, metal and rubber shoes, flat and spiral springs. Attachments, clamp on handlebars, clamp to fork crown by expanding plug. Echo adjustable all-ways handlebar. Also brake fittings, metal chain and sprocket guards and fittings, plain and flanged ball cups and cases.

20th Century Mfg. Co., New York City—Two types motorcycle searchlight, one type motorcycle tail lamp, one type motorcycle generator, three types gas lamp with self-contained generator for bicycle or motorcycle use, one type oil lamp. Brackets for motorcycle lamps; eight types of bracket for bicycle lamps. Styles adapted to clamp on handlebar stem, front or rear fork side. Also clamps and extensions for adapting other brackets.

Bosch Magneto Co., New York City—Three types high tension magneto for motorcycles, two for single and one for twin, V-type models. Features, double wound and "staggered" armatures, no coil, entirely self-contained. Also Bosch motorcycle spark plugs designed for use with magnetos.

Corbin Screw Corporation, New Britain, Conn.—Four types Ramsey swinging pedals. Styles, knurled and toothed grips, rubber grips optional on two models. Sizes, 1⅜-inch drop, suitable for 3-inch drop frame, tread bolts 3¼, 3⅝, 3⅞ and 4 inches long. Also toe clips.

Eclipse Machine Co., Elmira, N. Y.—One type Eclipse free-engine pulley for motorcycles. Features, runs on ball bearings, actuated by Bowden wire mechanism, cone friction clutch, automatic engagement by means of worm on driving shaft, permits engine to be run without driving machine, permits machine to be pedaled without removing belt.

Herz & Co., New York City—Three types Herz magneto for motorcycles. Two styles for single cylinder motors up to 3 and 6 horsepower, respectively; one style for V-type motors up to 6 horsepower. Features, light weight, no coil, no loose wires, 40 degrees spark advance, compact construction. Two types "Bougie Mercedes" spark plugs for motorcycles. One style for magnetos and one for batteries. Also Herz Special ignition cable, battery connectors, and asbestos copper gaskets.

Majestic Mfg. Co., Worcester, Mass.—Majestic double ball bearing spring fork for bicycles. Features, may be attached to any bicycle, double ball bearings, helical springs. Majestic universal stand for motorcycles. Features, holds the frame at two points and prevents straining and twisting the lower tube, swings up when not in use. Majestic wire baskets, Majestic luggage carrier; Majestic waterproof touring satchels; Watawata leather V belts.

C. F. Splitdorf, New York City—Three types of spark coil for motorcycles. Two styles for single cylinder motors, one 6½ inches long and 3 inches in diameter, one 10 inches long and 2½ inches in diameter. One style for twin cylinder motors, 10 inches long and 2½ inches in diameter. Splitdorf motorcycle spark plugs. Features, tapered central electrode wound with sheet mica and forced into tapered bushing, outer insulation consisting of mica washers forced down over mica tube.

Dow Wire and Iron Works, Louisville, Ky.—One type luggage carrier for bicycles. Feature, can be attached or detached instantly by means of adjustable hook.

Standard Thermometer Co., Boston, Mass.—One type Standard Speedometer for motorcycles. Two styles, one with trip and season odometer, one without. Dials registering 60 and 80 miles per hour optional. Feature, trip register over speed graduations on dial, visible from the saddle. Also special attachments furnished for all makes of spring fork.

The R. E. Hardy Co., Chicago, Ill.—Sta-Rite spark plugs for motorcycles. Styles, separable double porcelain and mica. Special form with long bolt made to fit Thor terminal.

The Prest-O-Lite Co., Indianapolis, Ind.—One type of Prest-O-Lite acetylene gas tanks for motorcycles. Size, 12 inches long, 4 inches in diameter, weight 7 pounds. Gives 80 hours' service with ⅛ foot burner, exchanged for fresh tank when exhausted.

The A J. Mfg Co., Chicago, Ill.—One type of A & J repair hanger for bicycles. Features, adjustable cups, one style hanger and two sizes of cups cover the entire range of widths and sizes in standard bicycles.

Pfanstiehl Electrical Laboratories, North Chicago, Ill.—One type spark coil for motorcycles. Size, 5½ by 2¾ inches. Feature, "pancake" winding. Coil wound in sections which form independent units each insulated from all the others.

Pittsfield Spark Coil Co., Dalton, Mass.—Two types of spark coil for motorcycles. Type "A" has conical head, type "B" has flat head. Both types made in long and short styles. Both types equipped with four or five leads for single or twin engines. Also Pittsfield mica spark plugs.

A. Schrader's Sons, In., New York City—Schrader Universal valves for bicycle and motorcycle tires. Styles suited to all makes and types of tire.

Henry T. Adams Co., Chicago, Ill.—Quick action motorcycle stand. Features, raised or lowered with the foot, locked automatically. Quick Action motorcycle repair pedal. Replaces ordinary pedal. Feature, fits either side of machine. Quick Action handlebar watch holder. Clamps to handlebar at any point, holds any standard sized watch securely. Arrow on rotatable cover points to time of starting.

The Seiss Mfg. Co., Toledo, O.—Breckenridge acetylene gas lamp for motorcycles and bicycles. Features, burns six hours on one charge of carbide, water regulation under control of rider at all times. Lightweight oil lamp for bicycles.

Heitger Carbureter Co., Indianapolis, Ind.—Heitger carburetter for motorcycles. Features, two entirely separate gasolene adjustments for low and high speed running, gasolene adjustments are indexed and ball and spring ratchet retained, automatic air valve, float chamber swiveled to any position for connecting feed pipe.

Billings & Spencer Co., Hartford, Conn.—B & S wrenches of all sizes and shapes suitable for standard and special bicycle and motorcycle requirements. B & S combination pliers, B & S combination knife and screwdriver. Also drop forgings, special tools and parts of varied description.

The Barnes Tool Co., New Haven, Conn.—Barnes's wrenches for bicycle and motorcycle use, made in varied sizes and shapes. Features, all steel construction with hardened jaws.

The Empire Specialty Co., Cleveland, O.—Empire detachable mud guards for bicycles. Features, can be adjusted to any wheel, is instantly detachable without the use of tools, does not rattle or work loose, made entirely of metal and finished in black enamel and polished nickel.

Jos. Glanz, Hartford, Conn.—J. G. Repair tool and plub for single tube tire repairing. Features, no burning or cutting necessary.

Buffalo Specialty Co., Buffalo, N. Y.—Neverleak tire compound for internal healing of punctures.

Bridgeport Brass Co., New York City—"Bridgeport" all-brass bicycle and motorcycle tire pumps. Features, reinforced handle and nipple ends, swelled handle grip, rubber tube screws into pump handle when not in use. Also "Search-light" gas lamps for bicycles.

The Crosby Co., Buffalo, N. Y.—Pressed steel parts of every description, sprockets of all sizes and pitch lengths, special fittings and products of every description.

Troxel Mfg. Co., Elyria, Ohio—Troxel saddles made in 58 styles for bicycles and 2 for motorcycles, one of the latter with dished woodbase or cavalry type; the other of suspension type with compound springs. Bicycle saddles made in woodbase, suspension and padded types with and without the various forms of springs. Also tool bags and tool rolls.

C. M. Starr Mfg. Co., South Bend, Ind.—Starr basket carrier for bicycles. Especially constructed for use in delivery wok. Features, combined strength and light weight and facility of attachment.

The Riley-Klotz Mfg. Co., Newark, N. J.—Horns for bicycles and motorcycles. Styles, "Right-Angle," "Parallel" and "Bull-Frog." Features, flexible tube body, compact construction, deep tone.

Chicago Handle Bar Co., Shelby, O.—Handlebars for bicycle and motorcycle use in a full line of shapes and sizes. Also bar tops, regular and extension stems, and seat posts.

Eclipse Cement & Blacking Co., Philadelphia, Pa.—Cements for bicycle and motorcycle repair work of every description. "Tiger Brand" rubber patching cement, "Tiger Brand" liquid wood rim cement, and "Eclipse Plugolio" quick repair cement for small punctures.

Eagle Rubber Cement Co., Trenton, N. J.—All grades of liquid rubber, leather, channel and bicycle cements. "Strong Hold" wood rim shellac, "Eagle" rubber patching cement, "Biller's" 2-in-1 combination cement, "Eagle Plugolio" cement and "Eagle" wood rim cement.

Persons Mfg. Co., Worcester, Mass.—Persons saddles made in 13 styles for bicycles and 3 for motorcycles, all of the suspension type; with compound, compression, truss and single and double springs. Also tool kits and tool bags, tool rolls and pulley rims.

The Whitney Mfg. Co., Hartford, Conn.—Whitney roller and block chains for bicycles and motorcycles, in all standard sizes and pitch lengths. New ⅝-inch pitch roller chains for motorcycles. New Patent safety connecting links for bicycles and motorcycles.

Emil Grossman Co., New York City—Read Head spark plugs for motorcycles. Styles, metric and standard threads, mica insulation and porcelain.

Diamond Chain & Mfg. Co., Indianapolis, Ind.—Diamond chains for bicycles and motorcycles in roller and block types of all sizes and pitch. Diamond repair links and repair block for making replacements to broken chains.

The Manufacturers' Foundry Co., Waterbury, Conn.—Iron and steel castings for motorcycles, cast metalwork of every description. Motorcycle engine cylinders a specialty.

Morse Chain Co., Ithaca, N. Y.—Morse twin roller chains in sizes and pitch adapted to standard sprockets. Feature, frictionless rocker joints.

Hydraulic Pressed Steel Co., Cleveland, O.—Pressed steel sprockets for bicycle and motorcycle use in sizes and patterns of great variety adapted to standard or special requirements.

American Stepney Co,, New York City—Steel rims for motorcycles, in all standard sizes.

The M & M Mfg. Co., Akron, O.—M & M cycle kits for motorcyclists' use. Complete outfits for tire repairing.

The Tucker Wood Work Co., Sidney, O.—Tucker wood rims for bicycles.

The Wholesalers and Their Special Brands

As an important part of that wonderful machinery of distribution by which the manufacturers' products reach the public, the wholesale houses have a claim on the interest not only of the retail dealers and the manufacturers but of the riders as well, because in many cases the jobbing or wholesale houses are directly responsible for improvements and accessories which otherwise would not be available. In fact, not a few of the wholesalers, in addition to supplying the usual lines of goods, have special brands, of their own originating.

Of the most active and enterprising wholesalers in the cycle and motorcycle trade, the following list is representative:

F. A. Baker & Co., New York City—Queen City bicycles; Indian, Infallible and Shrewsbury tires; Infallible supplies; cycle and motorcycle supplies in general.

Bi-Motor Equipment Co., Boston, Mass.—Overland and Black Diamond bicycles; Overland and Black Diamond tires; Bi-Mo motorcycle oil; cycle and motorcycle supplies.

Boston Cycle & Sundry Co., Boston, Mass.—Lincoln and Trinity bicycles; supplies.

Excelsior Supply Co., Chicago, Ill.—Excelsior tourist and heavy duty bicycles; Century tires; Excelsior long rubber grips; Excelsior cylinder oil; Excelsior acetylene lamps, generators, lamp brackets and generator brackets; Tip Top hats; cycle and motorcycle supplies.

Albert E. Goodby, Providence, R. I.—Oxford and Royal Tourist bicycles; cycle and motorcycle supplies.

J. W. Grady Co., Worcester, Mass.—New England Racer sprint bicycles for board tracks; Lewanee and Atlanta bicycles; New England tires; territorial representatives for Hudson bicycles; cycle and motorcycle supplies.

D. P. Harris Hardware Co., New York City—Wholesaler to the jobbing trade, and manufacturers' agent, representing New Atherton coaster brakes, bicycles, tires, parts and accessories.

Haverford Cycle Co., Philadelphia, Pa.—Haverford bicycles; Haverford tires; Wearwell grips; cycle supplies and sundries; territorial representatives for Hudson bicycles.

Hub Cycle Co., Boston, Mass.—Bicycles and supplies; motorcycle sundries.

Iver Johnson Sporting Goods Co., Boston, Mass.—Lovell Diamond bicycles; Lovell and Champion tires; cycle and motorcycle supplies.

New York Sporting Goods Co., New York City—Expert, Victor, Nassau, Sportsman D & J Roadster, Reindeer and Kim Juvenile bicycles; Dreadnaught, Elk, Royal Stag, Sportsman First Preferred, Sportsman Puncture Proof, Rhinoceros Thick Skin, Nassau, Reindeer, Gibraltar and Subway tires; motorcycle tire casings; cycle and motorcycle sundries and supplies.

Manufacturers Supplies Co., Philadelphia, Pa.—Bicycles, supplies and sundries.

Charles E. Miller, New York City—Motorcycle supplies; belts; Miller's Pan-American oil; imported Brampton chains;

Motor Car Equipment Co., New York City—Motorcycle supplies; Pirelli ignition cable; Blanchard horns; imported acetylene headlights; Peugeot motors.

George W. Nock Co., Philadelphia, Pa.—Bicycles and supplies.

S. B. Robey & Co., Rochester, N. Y.—Bicycles and supplies; New Black Diamond tires.

Stevens & Co., New York City—Bicycles and supplies.

Jos. Strauss & Son, Buffalo, N. Y.—Peerless and Oxford bicycles; cycle parts; Crawford, Sandow, Indiana and Royal tires; Sandow inner tubes; cycle and motorcycle supplies and sundries.

Supplee Hardware Co., Philadelphia, Pa.—Bicycles and supplies.

Vim Cycle & Hardware Co., Buffalo, N. Y.—Vim bicycles; Vim cement; National combined lock and trouser guard; cycle arts, sundries and supplies.

Frank B. Widmayer Co., New York City—Motorcycle supplies, sundries, accessories and parts; Widmayer cut-out switch.

PLENTY OF "ACTION" AT NEWARK

Kramer Knocked Senseless in a Smash—Referee Valentine Curbs "Teaming" and "Loafing"—Lawson's Close Victory.

There was plenty of excitement to interest 6,000 "fans" at the Newark (N. J.) Velodrome on Sunday afternoon last, 24th inst. Frank L. Kramer was badly shaken up by a fall he received in the five miles professional scratch, Referee Valentine disqualified "Jumbo" Wells for team-work after he had won the handicap, and E. F. Root and Charles H. Stein each was assessed $5 for not taking his share of work in one of the handicap heats. Iver Lawson and Patrick Hehir furnished a thrilling finish in the scratch race after Kramer fell, and Hehir further distinguished himself by defeating John Bedell in straight heats in their match. The amateur races were won by Jerome Steinert, of Hicksville, N. Y., and Phil Wright, the Salt Lake City "millionaire," whose large "income"—and the N. C. A.—permits his gallivanting around the country as an amateur.

The feature race of the afternoon was the 5 miles scratch for professionals, 24 riders starting, and as neither Kramer nor Lawson had a chance to fight it out in the handicap, the spectators expected a battle royal. They were doomed to disappointment, however, for in the third mile Thomas Smith suddenly swerved in front of Kramer and both riders hit the boards, Root, who was just behind, also taking a header. The champion landed on his head, and as he did not move the spectators were wildly alarmed when Kramer had to be carried from the track. It was fully 15 minutes before he finally was restored to consciousness. No bones were broken, but Kramer was badly shaken up. Root and Smith escaped with minor bruises. The finish of the race resulted in a nerve-thrilling dash between Lawson and Hehir. The pair fought it out neck and neck for three-quarters of a lap, Lawson finally winning by an eyelash. It was so close that many of the spectators thought it a dead heat.

In the handicap "Jumbo" Wells admitted that he had been teaming with W. Palmer, a fellow countryman from the Antipodes, and Referee Valentine disqualified him. Palmer did not know that teaming was against the rules, as he had not ridden in the East since the rule was promulgated, and he apologized to the referee. First money, therefore, went to Lawrence, who finished second. The summaries:

Two-thirds mile handicap, amateur — Won by Jerome Steinert, Hicksville, N. Y. (35; second, E. J. Hollister, Springfield, Mass. (60); third, Frank Blatz, Jersey City (75). Time, 1:27⅗.

One mile handicap, professional—Won by Percy Lawrence, San Francisco (85); second, A. Treibel, Newark (155); third, Fred Hill, Boston (70); fourth, Floyd Krebs, Newark (50); fifth, George Wiley, Syracuse (90). Time, 1:51⅗. "Jumbo" Wells finished first but was disqualified.

One-half mile match, professional, betweeen Patrick Hehir, Australia, and John Bedell, Newark, N. J.—First heat won by Hehir. Time, 1:26⅗. Second and deciding heat won by Hehir. Time, 1:19⅗.

Unlimited pursuit, amateur—Won by Phil Wright, Salt Lake City; second, William Coburn, Newark; third, Jacob Magin, Newark; fourth, Martin Ryan, Newark; fifth, E. J. Hollister, Springfield, Mass. Distance, 6¾ miles. Time, 14:22⅕.

Five miles, scratch, professional—Won by Iver Lawson, Salt Lake City; second, Patrick Hehir, Australia; third, W. L Mitten, Davenport, Iowa; fourth, Percy Lawrence, San Francisco; fifth, George Wiley, Syracuse; sixth, "Jumbo" Wells, Australia. Time, 11:00⅕.



Balke and Collins in a Match.

Motorcycle races formed one of the features of the two days' automobile race meet held under the auspices of the Mystic Shriners at the Ingleside mile dirt track, San Francisco, Cal., Saturday and Sunday, April 23 and 24. The feature on Saturday was a five miles free-for-all, in which Charles Balke (Thor) defeated W. G. Collins (Indian) by the narrow margin of 3-100 seconds in 4:43 16-100. Collins, however, turned the tables on Balke on Sunday, winning by an eyelash in 4 minutes 46 51-100 seconds. As honors for the two days were even, a special match race, also at five miles, was arranged and Balke made Collins eat his dust. His time for the five miles was 4 minutes 37 seconds, while Collins crossed the line in 4 minutes 40 37-100 seconds. It was stated that the match was for $25 a side, but whether it was in counterfeit, Confederate, or "stage" money is not stated.

WHITTLER EASILY BESTS DEROSIER

Latter Quite Out of Form at Los Angeles—DePalma a Contender—Graves and Seymour Both Disqualified.

Fred E. Whittler, the Salt Lake City crack, defeated Jacob Derosier, of Springfield, Mass., and Ralph DePalma, the famous New York automobile driver, in a three-cornered match at the Los Angeles (Cal.) 3½ laps track Sunday afternoon last, 24th inst. Because of a load of trouble on his mind growing out of entanglement with a young girl and which led to his arrest, Derosier was nervous and did not show any of his characteristic brilliancy. DePalma, whose long fight to get reinstated in the Federation of American Motorcyclists, in order to compete in automobile races conducted by the American Automobile Association, which is affiliated with the former, will be remembered, competed in his first motorcycle race since his reinstatement. DePalma showed as great skill as did either Whittler or Derosier, but his machine was not as fast as that ridden by Whittler. He finished third in one heat, and got in between Whittler and Derosier in the second heat.

In the six miles event for trade riders on singles, Graves and Seymour tried a stunt that resulted in disqualification, and because of the gravity of the offence may receive further notice by the competition committee. Graves first started the foul work by attempting to ride Seymour off the inside of the track, and the latter retaliated by holding on to Graves's jersey when he attempted to pass. This sort of disgraceful riding continued until the finish of the race, when Graves and Seymour both were disqualified. Considering that they put the lives of the spectators in jeopardy, they got off rather lightly. The summaries:

Six miles professional—First heat won by Fred E. Whittler (Merkel); second, Jacob Derosier (Indian); third, Ralph DePalma (Merkel). Time, 4:53⅘. Second heat won by Whittler; second, DePalma; third, Derosier. Time, 4:59⅘.

Six miles stock machines amateur, 30½ cubic inches—F. Montgomery (Excelsior); second, Clarence Briggs (Excelsior). Time, 6:36⅗.

Ten miles trade riders, 30½ cubic inches—Won by A. Ward (Merkel). Time, 10:16⅕. Graves (Indian) finished first and Seymour (R-S) second, but both were disqualified for foul riding.

Eight miles trade riders, 51 cubic inches —Won by Raymond Seymour (R-S); second, M. J. Graves (Indian). Time, 7:41⅕.

Twenty miles professional—Won by Fred Whittler (Merkel); second, Arthur Mitchel (Merkel); third, Jacob Derosier (Indian). Time, 17:58⅗.

One mile tandem exhibition—By Graves and Knappe (Indian). Time, 0:58.

COLLINS MAKES CLIFTON RECORD

Laps Bedell and Drobach as He Pleases in Fast 25 Miles—Jones Defeats Crebs in Their Match.

With a crowd of 4,000 spectators in attendance the Clifton (N. J.) Stadium reopened for the season Sunday afternoon last 24th inst. The features of the card were a motorpaced race between Champion Elmer L. Collins, of Lynn, Mass., Menus Bedell, of Newark, and Peter Drobach, of South Boston, and a match sprint race between Fred Jones, the local pride, and Albert Crebs, the Salt Lake professional.

In the motorpaced race Collins showed much better form than at Revere Beach on April 19th, when he was defeated by George Wiley. The champion rode faultlessly throughout and, paced by Ruden, he twice lapped Drobach and Bedell in the first five miles. Thereafter he continued to ride rings around both his adversaries at will until he had gained more than a mile. Then he eased the pace and Bedell fought Drobach for second place, which he got. Collins covered the 25 miles in 36:14⅘, which is a record for the Clifton track.

It was a surprise to the riders, but not to the spectators, that Jones defeated Crebs in their match. Jones won the first heat, a half mile sprint, by nearly a length, and then clinched victory by defeating the Salt Lake crack, who seemed to be sadly off color in a pursuit race.

In the amateur scratch Fred McCarthy, of Toronto, defeated Adam Beyerman, the "granddaddy amateur," of New York. The low markers could not close the gaps in the handicap, and the race went to Earl Adams, a negro hailing from Montclair, N. J., who had an allowance of 55 yards. The summaries:

One mile novice—Won by H. Murphy, Newark; second, R. Werner, Passaic. Time, 2:43.

One-half mile handicap, amateur—Won by Earl Adams, Montclair (55); second, Ivan Mishka, Passaic (35); third, Rend Hofkin, Paterson (60). Time, 1:03⅗.

Professional match between Fred Jones, Passaic, N. J., and Albert Crebs, Salt Lake City—First heat (½ mile sprint) won by Jones. Time, 1:16⅘. Second and deciding heat (unlimited pursuit) won by Jones. Distance, 2 1-3 miles. Time, 5:35⅗.

Two miles scratch, amateur—Won by Fred McCarthy, Toronto, Can.; second, Adam Beyerman, New York City; third, Michael Journay, Nutley, N. J.; fourth, William Morton, Newark. Time, 4:51⅕.

Twenty-five miles motorpaced, professional—Won by Elmer L. Collins, Lynn, Mass.; second, Menus Bedell, Newark, N. J.; third, Peter Drobach, South Boston, Mass. Time, 36:14⅘.

The Speed Records—Motorcycle and Bicycle

MOTORCYCLE.

Professional Motorcycle Records.

Distance. Miles.	Holder.	Time.
1 kilo	H. Cissac	0:25⅗
1 kilo*	H. Cissac	0:35
1*	Jacob Derosier	1:02
1	Jacob Derosier	0:43⅕
2	Jacob Derosier	1:32
3	Jacob Derosier	2:20
4	Jacob Derosier	3:07⅖
5	Jacob Derosier	3:35⅗
6	Jacob Derosier	4:45
7	Jacob Derosier	5:34
8	Jacob Derosier	6:20⅖
9	Jacob Derosier	7:08⅗
10	Jacob Derosier	7:56⅗
11	Jacob Derosier	8:45
12	Jacob Derosier	9:33⅖
13	Jacob Derosier	10:21⅗
14	Jacob Derosier	11:11⅕
15	Jacob Derosier	12:00
16	Jacob Derosier	12:47⅗
17	F. E. Whittler	13:40
18	F. E. Whittler	14:28
19	F. E. Whittler	15:16⅕
20	F. E. Whittler	16:05
21	F. E. Whittler	16:53⅕
22	F. E. Whittler	17:41
23	F. E. Whittler	18:28⅗
24	F. E. Whittler	19:17⅕
25	F. E. Whittler	20:04⅖
30	F. E. Whittler	24:00⅘
35	F. E. Whittler	28:03
40	F. E. Whittler	32:05
45	F. E. Whittler	36:08
50	F. E. Whittler	40:13
55	Jacob Derosier	53:14
60	Jacob Derosier	57:51
65	Jacob Derosier	1:04:27⅖
70	Jacob Derosier	1:09:07⅕
75	Jacob Derosier	1:13:46
80	Jacob Derosier	1:18:34⅕
85	Jacob Derosier	1:23:25⅗
90	Jacob Derosier	1:28:18⅕
95	Jacob Derosier	1:33:12⅖
100	Jacob Derosier	1:37:59⅗
200	H. Martin	4:05:54⅖
300	H. A. Collier	6:06:28
400	H. A. Collier	9:06:25⅘

Time. Hrs.	Holder.	Miles.	Yards.
1	C. R. Collier	68	1,380
2	H. V. Colver	118	719
3	H. V. Martin	165	936
4	H. V. Martin	194	1,320
5	H. A. Collier	245	640
6	H. A. Collier	294	800
7	H. A. Collier	326	640
8	H. A. Collier	364	1,480
9	H. A. Collier	396	80
10	H. A. Collier	411	...
11	H. A. Collier	445	1,462
12	H. A. Collier	471	784
13	H. A. Collier	506	1,260
14	H. A. Collier	508	...
15	H. A. Collier	522	1,590
16	H. A. Collier	566	...
17	H. A. Collier	599	1,700
18	H. A. Collier	611	330
19	H. A. Collier	648	586
20	H. A. Collier	680	...
21	H. A. Collier	690	586
22	H. A. Collier	725	1,390
23	H. A. Collier	730	940
24	H. A. Collier	775	1,340

Amateur Motorcycle Records.

Distance. Miles.	Holder.	Time.
1 kilo	Charles Spencer	0:28⅖
1 kilo*	Charles Gustafson	0:39
1*	Charles Spencer	0:55⅘
1	Fred Huyck	0:42⅗
2	Fred Huyck	1:27⅖
3	Fred Huyck	2:12
4	Fred Huyck	2:55⅘
5	Fred Huyck	3:40⅕
6	Fred Huyck	4:38⅗
7	Fred Huyck	5:24⅖
8	Fred Huyck	6:09⅗
9	Fred Huyck	6:55⅗
10	Fred Huyck	7:42⅗
11	Fred Huyck	8:29⅗
12	Fred Huyck	9:15⅖
13	Fred Huyck	10:02⅖
14	Fred Huyck	10:50⅕
15	Fred Huyck	11:36⅖
16	Fred Huyck	12:23⅗
17	Fed Huyck	13:12⅖
18	Fred Huyck	13:58⅖
19	Fred Huyck	14:44⅗
20	Fred Huyck	15:31⅕
21	Fred Huyck	16:17⅕
22	Fred Huyck	17:04⅗
23	Fred Huyck	19:03
24	Fred Huyck	19:53
25	Fred Huyck	20:54
30	Fred Huyck	25:14⅖
35	Fred Huyck	29:20⅖
40	Fred Huyck	33:22⅗
45	Fred Huyck	37:39
50	Fred Huyck	41:49⅗
55	Fred Huyck	46:10⅕
60	Fred Huyck	50:24⅗
65	Fred Huyck	54:32⅕
70	Fred Huyck	58:48⅖
75	Robert Stubbs	1:20:00⅕
80	Robert Stubbs	1:25:19⅖
85	Robert Stubbs	1:30:37
90	Robert Stubbs	1:36:03
95	Robert Stubbs	1:42:03⅕
100	M. J. Graves	1:27:49
200	Charles Spencer	3:55:20
300	Charles Gustafson	5:48:55
400	Charles Gustafson	8:12:36
500	Charles Spencer	10:22:36
600	Charles Spencer	13:15:16
700	Charles Spencer	15:25:26
800	Charles Spencer	17:37:31
900	Charles Spencer	19:46:00
1,000	Charles Spencer	22:20:59

Hours.	Holder.	Miles.	Yards
1	Fred Huyck	71	620
2	M. J. Graves	134	880
3	Charles Spencer	145	587
4	Charles Spencer	204	587
5	Charles Gustafson	246	1,174
6	Charles Gustafson	300	1,174
7	Charles Gustafson	333	1,174
8	Charles Gustafson	388	1,174
9	Charles Gustafson	441	...
10	Charles Spencer	482	...
11	Charles Spencer	512	...
12	Charles Spencer	559	587
13	Charles Spencer	585	...

14	Charles Spencer	641	587
15	Charles Spencer	677	587
16	Charles Spencer	730	...
17	Charles Spencer	767	587
18	Charles Spencer	812	587
19	Charles Spencer	862	587
20	Charles Spencer	911	...
21	Charles Spencer	945	587
22	Charles Spencer	986	1,174
23	Charles Spencer	1,035	1,174
24	Charles Spencer	1,093	1,151

Amateur Straightaway.

1 kilo	Walter Goerke	0:27⅘
1 mile	Robert Stubbs	0.43⅖
5 miles	Walter Goerke	3:30⅕

*Made in standing start. (Under the rules the only standing start records recognized are those at distances of 1 mile and 1 kilometer; these and all others shall be timed from a flying start.)

BICYCLE RECORDS.

Amateur.

Unpaced Competition.

Distance, Miles.	Name.	Time.
1-6	P. Lawrence	0:20⅘
¼	M. L. Hurley	0:28⅖
*⅛	W. S. Fenn	0:38⅘
*½	W. De Mara	0:56⅘
*2-3	M. L. Hurley	1:18
*¾	W. De Mara	1:24⅘
*1	J. B. Hume	1:55⅗
2	Hal. MacCormack	3:51
3	A. Carter	5:57⅕
5	Edw. Mayer	10:11⅗
10	J. P. Linley	21:23
15	G. H. Collett	35:32
20	E. Stauder	45:40⅖
25	Ed. W. Forrest	1:00:39
30	J. P. Jacobson	1:13:36
40	J. P. Jacobson	1:39:56⅗
50	J. P. Jacobson	2:05:00⅘
75	W. Torrence	3:30:36⅕
100	W. Torrence	4:57:24⅖
24 m., 1,472 yds.	G. H. Collett, 1 hour.	

*Made in handicap.

Unpaced Against Time.

Distance, Miles.	Name.	Time.
1-6	P. Lawrence	0:16⅘
¼	A. Crebs	0:24⅘
1-3	A. B. Simons	0:33⅖
½	P. Lawrence	0:53⅕
2-3	J. G. Heil	1:21⅕
¾	P. Lawrence	1:23⅗
1	Parley Giles	1:55
2	Parley Giles	4:09
3	Parley Giles	6:25⅗
4	Parley Giles	8:51⅖
5	Parley Giles	11:00

Tandem Competition.

Distance, Miles.	Name.	Time.
1	Hausman-Rutz	1:52⅗
2	Wright-Brodbeck	3:51⅘
3	Wilcox-McCormack	5:47⅖
5	Wilcox-McCormack	10:15

Paced Against Time.

Distance, Miles.	Name.	Time.
¼	R. G. Holzel	0:20⅕
1-3	R. G. Holzel	0:29⅖
½	Geo. Leander	0:44⅖
1	Sam Sulkin	1:13
2	Walter Smith	2:53⅕
3	Walter Smith	4:23
5	Walter Smith	7:18⅗
10	Joe Nelson	16:21
15	Joe Nelson	24:26⅘
25	Joe Nelson	41:27
56 m. 1,128 yds.	F. Cuzin	1:00:00
100 kil.	F. Cuzin	1:05:45⅗

Paced Competition.

Distance, Miles.	Name.	Time.
1	Sam Sulkin	1:24⅖
2	Sam Sulkin	2:47⅖
3	Sam Sulkin	4:18⅗
5	Sam Sulkin	7:07⅖
10	Sam Sulkin	14:08⅕
15	Joseph Nelson	24:55⅖
25	John Nelson	47:37
50	John Nelson	1:38:26⅖
31 m. 460 yds.	John Nelson	1:00:00
50 m. 430 yds.	John Nelson	2:00:00

Professional.

Straightaway—Professional.

Distance, Miles.	Name.	Time.
¼	Joe Fogler	0:30⅕
½	Joe Fogler	0:47⅕
2	Joe Fogler	3:45⅕
1	Fred Hill, motor paced	1:19⅘
1	E. L. Collins, auto paced	0:58⅗

Unpaced Competition.

Distance, Miles.	Name.	Time.
¼	F. L. Kramer	0:28⅕
*1-3	F. L. Kramer	0:38
*½	A. J. Clarke	0:51⅕
*2-3	W. F. Sims	1:18
*¾	F. L. Kramer	1:21
*1	A. J. Clarke	1:48⅗
2	Iver Lawson	3:40⅖
3	Iver Lawson	5:35⅗
5	Iver Lawson	9:42⅘
10	John Bedell	20:04⅗
15	Peter Drobach	33:16
20	Fred Hill	44:45⅗
25	A. J. Clarke	56:21
50	Hervy	2:10:15⅘
100	Jaeck	4:55:07⅘
28 m. 19 yds.	W. Hedspeth	1:00:00
48 m. 748 yds.	Hervy	2:00:00
120 m. 320 yds.	Jaeck	6:00:00
223 m. 3 yds.	Jaeck	12:00:00
409 m. 1,073 yds.	Corre	24:00:00

*Made in handicap.

Unpaced Against Time.

Distance, Miles.	Name.	Time.
1-6	F. L. Kramer	0:16
¼	Iver Lawson	0:23⅘
1-3	Iver Lawson	0:33⅘
½	A. J. Clarke	0:50⅖
2-3	W. C. Sanger	1:14⅕
1	Wm. Samuelson	1:53⅖
2	Ernest A. Pye	4:03⅖
3	Wm. Samuelson	6:18
4	Saxon Williams	8:34⅗
5	Saxon Williams	10:38
10	W. W. Hamilton	23:09⅖
15	W. W. Hamilton	35:03
20	W. W. Hamilton	47:08⅖
25	W. W. Hamilton	59:13⅖
25 m. 1,598 yds.	M. Berthet	1:00:00

Tandem Competition.

Distance, Miles.	Name.	Time.
1	Kramer-Fogler	1:51
2	Kramer-Fogler	3:46⅖
5	Clarke-Mayer	9:50⅗

Paced Against Time.

Distance, Miles.	Name.	Time.
¼	Major Taylor	0:20
⅓	J. S. Johnson	0:27⅘
½	W. E. Samuelson	0:39
⅔	W. W. Hamilton	0:58⅗
1	Ray Duer	1:05
2	Ray Duer	2:09⅘
3	Ray Duer	3:14⅖
4	Ray Duer	4:18⅖
5	Ray Duer	5:23⅕
6	Ray Duer	6:28⅕
7	Ray Duer	7:33⅗
8	Ray Duer	8:38⅕
9	Ray Duer	9:45⅘
10	Ray Duer	11:06⅗

American Paced Hour Records.

Hours.	Name.	Miles.	Yards.
1	Harry Caldwell	50	3
2	James F. Moran	77	440
3	Harry Caldwell	106	900
4	Hugh MacLean	137	275
5	James F. Moran	168	910
6	James F. Moran	197	220
7	Chas. Turville	199	220
8	W. F. King	218	440
9	W. F. King	246	440
10	W. F. King	265	...
11	W. F. King	289	...
12	B. W. Pierce	312	880
13	W. F. King	335	1,540
14	W. F. King	355	...
15	W. F. King	372	...
16	W. F. King	397	220
17	W. F. King	403	440
18	John Lawson	416	...
19	John Lawson	432	...
20	John Lawson	450	1,540
21	John Lawson	466	660
22	John Lawson	485	220
23	John Lawson	507	1,320
24	John Lawson	528	925

Paced Competition.

Distance, Miles.	Name.	Time.
1	Hugh MacLean	1:09⅕
2	Hugh MacLean	2:19
3	James Moran	3:31⅗
4	Harry Caldwell	4:43
5	R. J. Walthour	5:51
6	R. J. Walthour	7:00⅕
7	R. J. Walthour	8:07⅗
8	R. J. Walthour	9:14⅕
9	R. J. Walthour	10:22
10	R. J. Walthour	11:29⅕
15	R. J. Walthour	17:03⅖
20	R. J. Walthour	22:37⅗
25	R. J. Walthour	28:14⅕
50	Harry Caldwell	59:59
100	Harry Caldwell	2:48:11⅘

World's Motor Paced Records.

Hours.		Miles.	Yards.
1	Paul Guignard	63	189.8
2	A. Vanderstuyft	106	1,498
3	Fritz Theile	144	618
12	E, Bouhours	474	1,481
24	E. Bouhours	815	291

World's Human Paced Records.

Hours.		Miles.	Yards.
1	Brocco	31	1,594
6	L. Georget	169	938
12	E. Bouhours	474	1,481
24	L. Georget	603	1,120

Amateur Road Records.

Distance, Miles.	Name.	Time.
¼	F. L. Valiant	0:38
½	S. R. Morrison	1:23
1	Henry Surman, R. L. Guthridge, S. C. Haberle	2:02
2	J. B. Hawkins	5:07⅕
5	J. B. Hawkins	12:28⅖
10	Archie Rawlings	23:53
15	Isaac Lewin	34:47⅘
20	Joe Eifler	53:20
25	W. F. Blum	1:03:10
30	John Berryessa	1:20:03
50	Raymond Nelson	2:21:18
60	Raymond Nelson	2:46:00
100	Frank W. Eifler	5:33:45⅗

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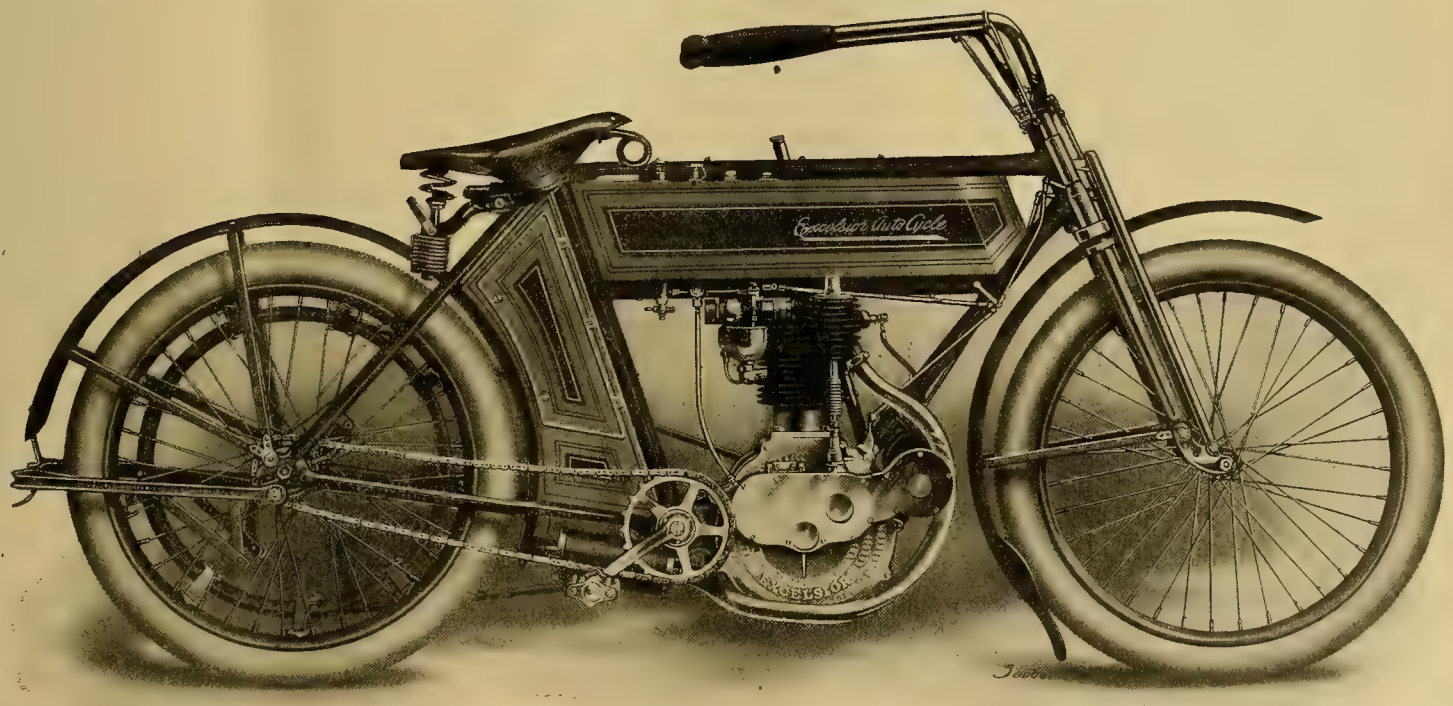
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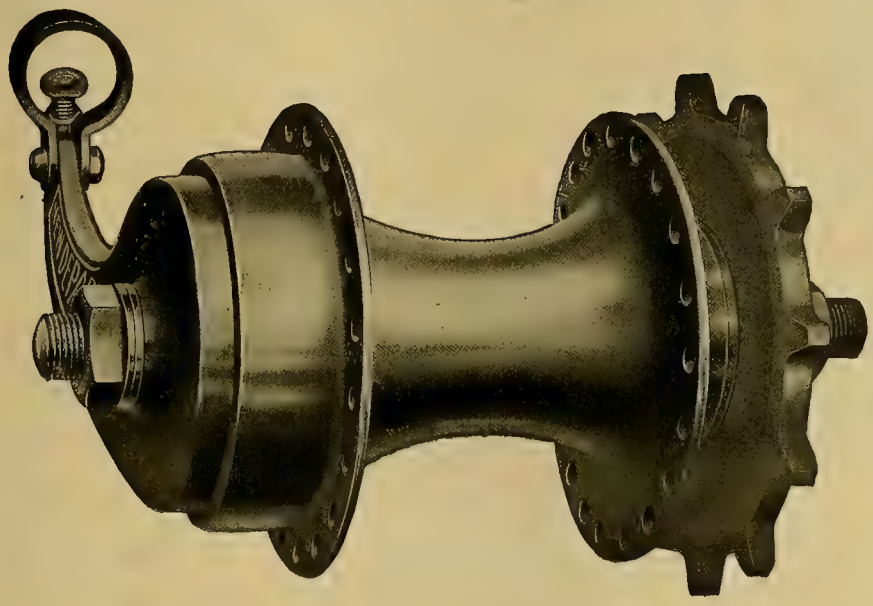
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946,758. Frame for Motorcycles. Edwin W. Keller, Chicago, Ill., assignor to Armac Motor Company, Chicago, Ill. a Corporation of Illinois. Filed Dec. 4, 1905. Serial No. 290,050.

1. In a motorcycle frame, the combination of a substantially U-shaped tubular frame member of integral construction, one arm constituting a forward bar and the other a seat post bar, an enlarged tubular member constituting the upper bar of the frame and projecting between the forward and seat post bars, means at the respective ends of the enlarged frame for connecting the latter directly to the upper ends of the forward and seat post bars, the enlarged tubular member constituting a receptacle adapted to contain gasolene or the like and having an inlet opening in its upper surface and an outlet tip in its lower surface adapted to supply a motor, a pipe communicating with the forward tubular bar and connected thereto for receiving the evhaust of the motor, and an auxiliary pipe communicating with the seat post bar for permitting the escape of the exhaust.

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would not now be supplying almost all the motorcycle manufacturers with rims if it were not for the fact that they have conclusively proven to be entirely satisfactory.

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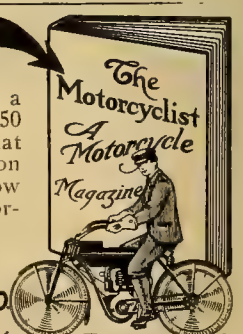
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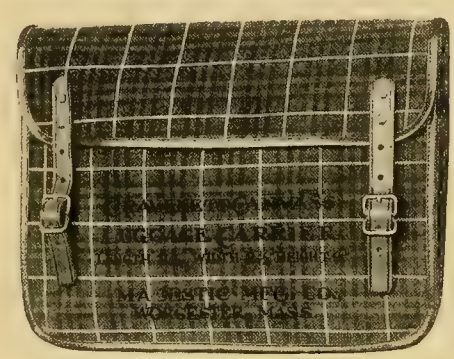
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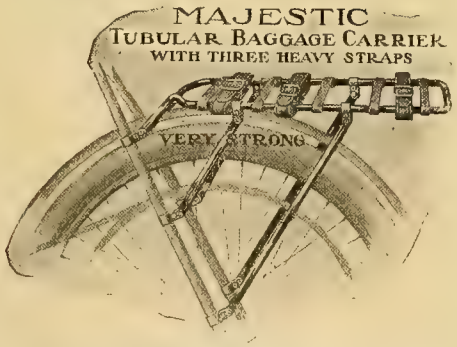


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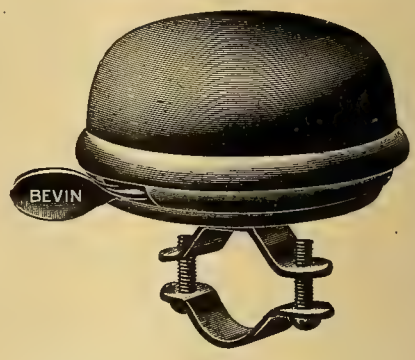
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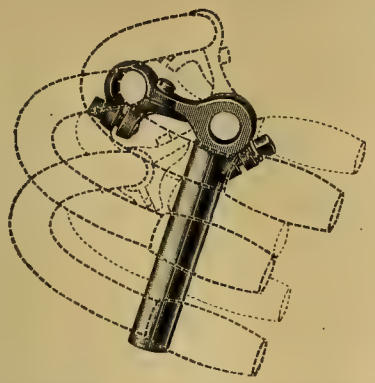
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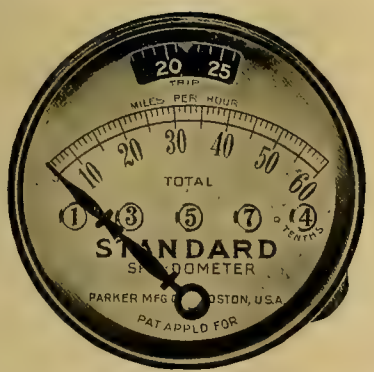


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60 or 80 mile dials at the same price. We have added the trip odometer for 1910 without extra charge.

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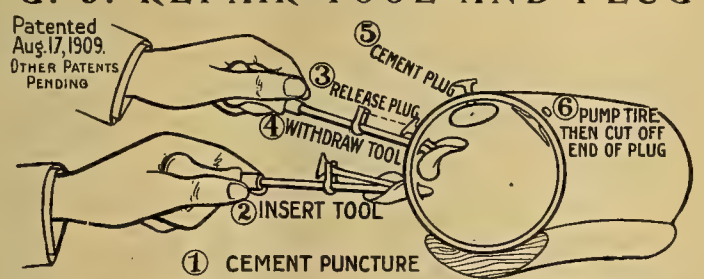
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Right Now—before you select your coming season's tire equipment, is the time to compare

MORGAN & WRIGHT MOTORCYCLE TIRES

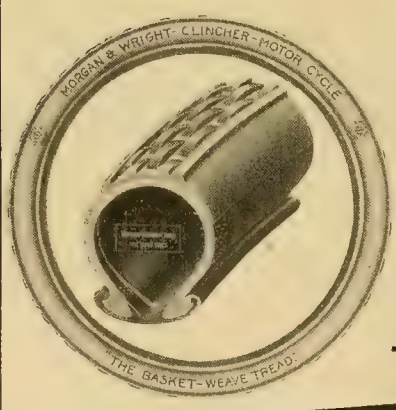
point by point with other makes. It may save you considerable on your machine maintenance expense for the season.

COVER STOCK

This year we are using a new white cover stock which is by odds, the toughest, most wear-resisting and at the same time, softest and most elastic cover stock which anyone has ever used for a motorcycle tire. And we are using a lot of it;—much more than heretofore. That means much more mileage.

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The finest quality of woven auto fabric goes into Morgan & Wright tires. Thread fabric and bicycle duck used in some tires, may be all right for a time, but it won't stand the grind



This is the Basket Weave Tread. These sharp edged projections *stop the slips* on any kind of road surface.

ARE GOOD

WRIGHT TIRES

This is the corrugated Tread. Notice the thickness of the Tread.



long. Cover stock won't stick to it until worn down — fabric usually becomes separated before tread is worn down and so retreading is useless. You can retread Morgan & Wright tires successfully.

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Morgan & Wright tires are made by the wrapped and shaped process. They are **not molded.**

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Corrugated is made with extra heavy, broad corrugations, giving it additional wearing qualities.

Basket Weave is made with longer, deeper and broader projections than heretofore, also a heavy corrugation on either side of tread which will cause it to retain its non-skid properties until the tire is well worn down.

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Your dealer will show them to you.

Specify them on your machine.

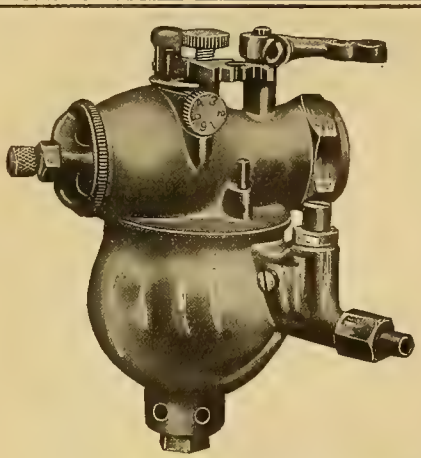
Most any manufacturer will be glad to equip them.

Did you notice that F. E. Whittier broke the world's record for 50 miles in Los Angeles on April 10th, doing the distance in 40 minutes. He rode Morgan & Wright Tires.

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Direct factory branches everywhere to take care of your needs.

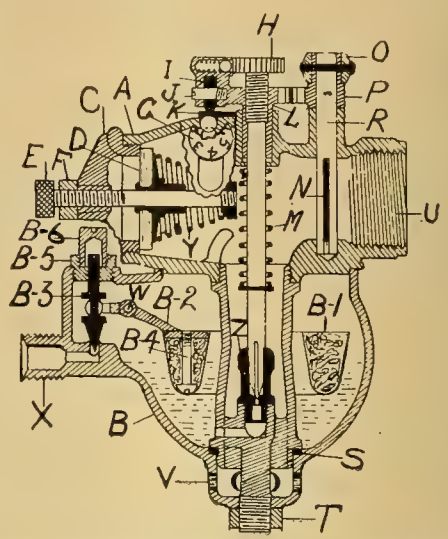
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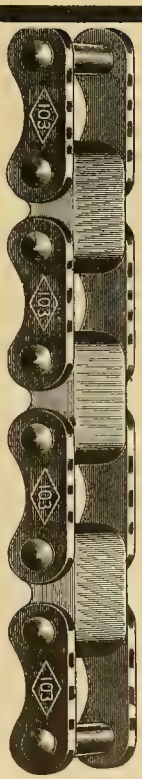
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There are two gasoline adjustments, an entirely separate and independent one for both low and full speeds, so the feed for maximum results, at both low and full speeds, can be obtained without making any sacrifices one for the other, or an average, as is common. All gasoline adjustments are indexed and bronze ball and spring rachet retained. Throttle can be set to operate from any position, or the opening or closing motion can be reversed. Float chamber gasoline connection can be swiveled to any position for connecting feed pipe. Outlet is standard ¾-inch female pipe threads; air valve is of improved and strong construction. Made in plain brass or nickel finish. List, in nickel, $10.00. Catalog on request.

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attained their popularity wholly and solely upon what they have done. Our chrome nickel steel side bars, nickel steel rivets and improved hardening processes make these chains about as near wear-proof as any metal can be. Give any Diamond Chain reasonable attention and you will have noiseless, troubleless service. Ask any user.

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Capacity 8,000,000 ft. per year.

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PATENT APPLIED FOR

QUICK ACTION MOTORCYCLE STAND

Raised or lowered with the foot. Locks automatically.



Patented 1909. Other patents pending



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QUICK ACTION MOTORCYCLE REPAIR PEDAL

To replace a broken pedal. Fits either crank.

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Hundreds of enthusiastic agents write us letters like the one here about the Pathfinder Tire.

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"We consider the Goodyear Pathfinder the best all-around and most perfectly constructed bicycle tire on the market, and always sell it when a strictly high-grade tire is called for. The Pathfinder propels exceptionally easy, making the bicycle run a great deal lighter. It is also a hard tire to puncture, but when punctured it is easily and permanently repaired."

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"I had ridden the Pathfinder Single-Tube Bicycle Tire 2,021 miles *before* I received my *first* puncture, and that was gotten by running over a nail in a horse-shoe. I have now ridden *4,000 miles* and I think *the tires can stand much more hardship*. You people are putting out the best tires for both *liveliness and durability*. The best thing of all is that they can be easily fixed in a *jiffy*."

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Easy Riding — Durability

The Pathfinder Tire gives you the easy-riding quality all bicyclists want — and the durability that you don't often get in a tire springy enough to be comfortable.

Its Construction

Gum as nearly pure as possible in a tire that will vulcanize and the best fabric made are used in this tire.

The reinforcing strip on the cover — made of toughened rubber prepared by our own patented process — makes the tire wear-resisting without detracting in the least from its springiness.

The tire also has a special knurling which makes rim cement grip tightly, thus preventing creeping.

The Goodyear Pathfinder Tire is so constructed that lasting repairs can be made, either by plugs or vulcanization. It is made in sizes 28 x $1\frac{3}{8}$, 28 x $1\frac{1}{2}$ and 28 x $1\frac{5}{8}$.

Our Pathfinder Tire is a money maker for agents. Write for sample section and find out whether we are represented in your town.

The Goodyear Tire & Rubber Company, Moal Street Akron, Ohio

Branches and Agencies in All Principal Cities

Hundreds of Dealers Making Big Money



Note the Construction

More than 600 dealers—one to a town in all parts of the country—have proved to themselves that they can make more money handling Goodyear bicycle tires than ordinary tires.

You, too, can do this. You can please your customers just as they do by selling a tire that will save your customers money—the Pathfinder Non-Skid Extra Heavy.

It has all the matchless construction of our regular Pathfinder tire with two extra layers of the closest woven Egyptian fabric possible, and a special corrugation that makes skidding impossible even on rain-wet asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made.

All the fabric used in the Pathfinder Non-Skid Extra Heavy is of the famous Goodyear special, closely woven, Egyptian kind. A strip one-inch wide has a tensile strength of 150 pounds, while that of common muslin used in ordinary tires is only 40 to 60 pounds.

Get in line for your share of this big tire business. Send for full information today—*NOW*.

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Just fill out small slip in lower corner, attach it to your business card or letter head and we'll attend to the rest.

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We still have a big stock of elegant motorcycle casings in all regular sizes at slaughtering prices.

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Do you handle or deal in motorcycles?.....

Do you repair automobiles?.....

Do you carry stock of automobile supplies?.....

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We Want Your Trade in Bicycle and Motorcycle Goods

We believe in the continued prosperity of the bicycle and motorcycle business and we back up our opinion by putting in big stocks, and spend our money to tell the dealer we have the goods and will guarantee to make it profitable to him to give us his trade.

We have thousands of satisfied customers but we are looking for more. We want you to have our Catalogue No. 45 and send us a trial order. We want a chance to show you that we can ship your goods promptly, sell you at the right prices, and treat you fairly. We want a chance to make good. Send for Catalogue No. 45 and our Bargain Book.

TWO BICYCLE TIRES THAT WILL MAKE YOU MONEY

"DREADNAUGHT"



The "Dreadnaught Traction Tread" is the result of years of experimenting, and we are now able to offer a thoroughly successful "anti-skid" tire.

The peculiar construction not only prevents skidding but causes the tire to grip the roadbed firmly, thereby reducing lost motion to a minimum.

Extra layers of fabric and rubber added to the tread increase the wearing and puncture resisting qualities. The Dreadnaught is fully guaranteed and highly recommended. Supplied in 28 x 1⅜, 1½ and 1⅝.

Per Pair, $6.00

Write for Trade Prices

"NASSAU A1"



The "Nassau A1" retails for $5.00 per pair and represents five whole dollars' worth of wearing qualities with our 60-day guarantee to back it up. Made of the best material throughout and the tread is reinforced with extra thicknesses of rubber and fabric, adding greatly to the durability of the tire. Made to our specifications and sold under no other name but "Nassau."

Supplied with well marked corrugated tread on 28 x 1⅜, 1½ and 1⅝.

We offer this tire with the assurance that for the price no better value can be secured.

Per Pair, . . $5.00

Write for Trade Prices

BICYCLE AGENTS WANTED — EVERYWHERE

We want active dealers to sell our wheels: one in every town in America, and in all foreign countries. We have a line that looks well, sells well, and stays sold. We will send samples to dealers rated in Bradstreet, with the understanding that we will pay freight back to New York if they don't come up to your expectations. Will you write us?

"EXPERT" $20.00

Others list a wheel of this grade at $25, but you can sell it for $20, **with coaster brake.** Our net price is many dollars less, and the wheel is right, too. One-inch tubing, enameled rims, square crown, one-piece hanger and good quality unguaranteed tires. We will sell it to you stripped, if you prefer, and with good equipment it will equal in service and lasting qualities any wheel manufactured.

"VICTOR" $25.00

This is our popular road model, built on attractive lines, well equipped and fully guaranteed. The net price is less than wheels of equal grade are sold. One-piece hanger, **automatic coaster brake,** and fancy finish. A sample in your window now will sell itself without talk. It is the wheel you ought to sell at the price you ought to pay. Write us for catalogue "B" and our agency proposition.

"REINDEER" $40.00

A brand-new model. Frame of ⅞-inch seamless tubing with outside tapered reinforced joints. Two bar frame construction, adding strength where most needed, yet light enough for road racing. Two-piece hanger with perfect alignment of bearings. "Diamond E" spokes, Thor hubs, **New Departure Coaster Brake,** and beautifully finished in a rich red with nickel-plated forks.

SOME MOTORCYCLE CASINGS AT HALF PRICE

The largest single shipment of Motorcycle Casings ever sold to a Jobbing House. Morgan & Wright made them and Morgan & Wright make GOOD tires.

It goes without saying that we are offering them on a basis of the low price we paid.

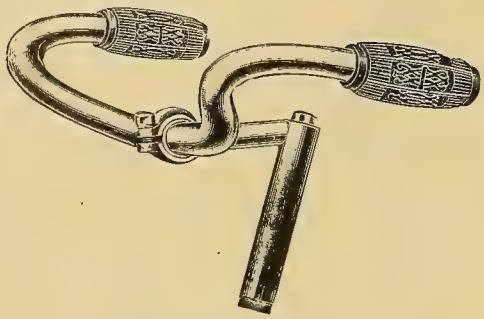
Will you write us for our list of styles, sizes and prices?

If You Can't Call, Send for Catalogues and Bargain Books

NEW YORK SPORTING GOODS CO.

17 WARREN STREET — NEW YORK U.S.A.

BICYCLES, ACCESSORIES, TIRES



NO. "E-420"

THE STANDARD BAR OF AMERICA

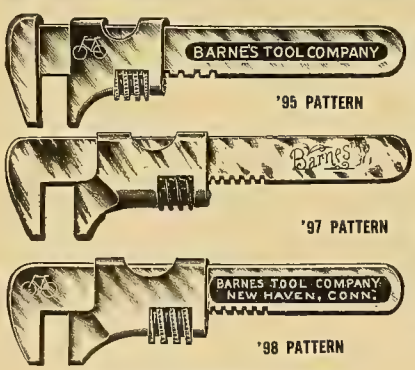
Handle Bar illustrated is very popular and in general use in this country. The Stem is made with strongly reinforced drop forged fittings. The Bar Top is 20 inches wide, with 3½ inch drop and 2½ inch forward bend.

Our line is the largest in the world and in range and variety embraces everything in Bar Tops, Regular and Extension Stems, and Seat Posts.

CHICAGO HANDLE BAR CO.
Shelby, Ohio.

BARNES' BICYCLE AND MOTORCYCLE WRENCHES

In 1891 we placed upon the market the first wrench designed especially for use of bicycles It was the first attempt to combine the two great requisites of a bicycle wrench, **lightness** and **strength.** Our constant study has been to accomplish this and our large sales will testify to our success.



Our goods are all steel, and are made with great care; special pains are taken in hardening jaws, and every wrench is tested before it is sent out. All models are guaranteed to give satisfaction to both riders and dealers.

Insist upon "BARNES" when ordering from your Jobber

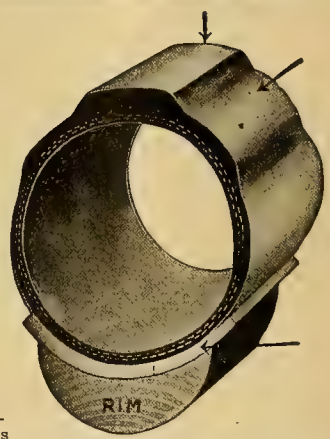
The Old Reliable "Barnes"

Manufactured By

THE BARNES TOOL COMPANY
NEW HAVEN, CONN.

The ARMSTRONG Improved

PALMER TIRE



The Armstrong Palmer contains all of the good qualities of regular Palmer with added improvements in construction. The tendency to puncture has been greatly overcome by the addition of an extra thickness of rubber on the tread. The great resiliency of the Palmer is preserved while the life of the tire is considerably lengthened, making this an ideal tire for either racing or road use. Supplied in grey rubber with red tread and a felt strip on the rim side to prevent "rim cuts."

It costs a little more than ordinary tires and is worth much more.

INSIST UPON YOUR JOBBER SUPPLYING THE "ARMSTRONG TIRE"

A. G. ARMSTRONG, 675 Hudson St., New York

EAGLE BRAND CEMENTS

EAGLE RUBBER CEMENT CO.
TRENTON, N. J.

Manufacturers of

ALL GRADES OF LEATHER, RUBBER, CHANNEL AND BICYCLE CEMENTS



The World's best 2-in-1 Combination for leather and rubber. Highly recommended for automobile tire repairs on the road. We recommend this cement for everyone using an automobile, because it is very quick drying. Patch can be ready for service in 3 minutes.



NEW YORK SPORTING GOODS CO.

17 WARREN STREET

NEW YORK U.S.A.



TUCKER
BICYCLE WOOD RIMS

You can afford to place dependence and handle these well known rims

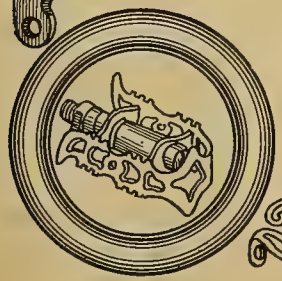
BECAUSE

they have been manufactured uninterruptedly under the same management for the past 18 years; are produced from well seasoned timber in a modern factory, centrally located, with its output protected by a tract of suitable timber (scarce in these days) ample for a generation to come. Have an established reputation as high grade rims and are furnished in all standard sizes and finishes. Every rim absolutely guaranteed by a firm that is zealous of its reputation for fair dealing.

"Tucker Rims" are to be found on many of the leading bicycles manufactured in the United States and are handled by leading jobbers in all localities.

The Tucker Wood Work Company

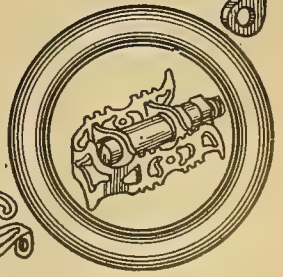
Sidney, Ohio, U. S. A.



NEW YORK SPORTING GOODS CO.

17 WARREN STREET — **NEW YORK U.S.A.**



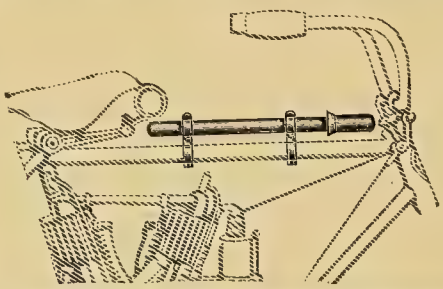


BICYCLES, ACCESSORIES, TIRES

"BRIDGEPORT" All-Brass Motorcycle and Bicycle Tire Pumps are Standard

Cylinders are made from brass, nickel-plated, not steel. They will not rust. Every Pump is guaranteed.



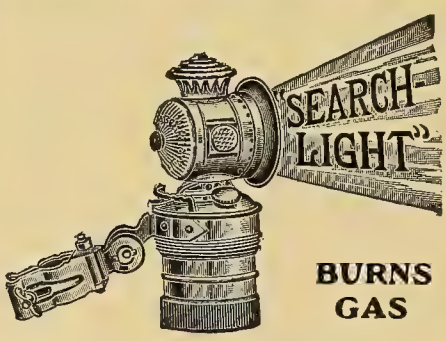


"Bridgeport" No. 20 is the most compact and powerful motorcycle tire pump on the market. Reinforced handle and nipple ends. Swelled handle grip. Rubber tube screws into pump handle when not in use. Furnished complete with two adjustable clips.

Length of pump, closed.....18 inches
Length of pump, extended.....35 "
Diameter of cylinder..... 1 "
Weight.....11 ounces



No. 12 Telescope Bicycle Frame Tire Pump. Compact and powerful. Furnished complete with clip.

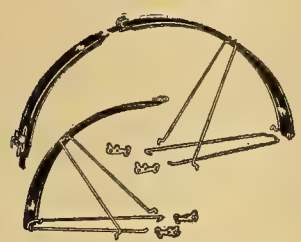


BURNS GAS

The Improved Searchlight Bicycle Lantern is now without an equal. No complicated parts; simple and easy to operate; absolutely gas-tight; will not jar out, and throws a clear, brilliant, penetrating light. Brass heavily nickel-plated.

BRIDGEPORT BRASS CO.
BRIDGEPORT CONN.

EMPIRE DETACHABLE GUARD



It can be adjusted to any wheel and is instantly detachable without the use of tools. Does not rattle or work loose. Made entirely of metal with high grade finish in black enamel and polished nickel and weighs only 1¾ pounds complete.

No. S. Sold only in sets, front and rear, with fixtures $2.50

THE EMPIRE SPECIALTY CO.
CLEVELAND, OHIO

4800 Motorcycle Cases —Half Price

Here is the proposition that confronted Morgan & Wright at the beginning of this season. After deciding to change the style of the tread of their motorcycle casings, what were they to do with nearly 5,000 first quality tires on hand? We answered the question by buying the entire lot, and say to you frankly, that if a saving of half is of interest to you, here is an unusual opportunity.

Order Without Obligation

While unguaranteed, the quality is there, and you are free to examine them thoroughly upon receipt and return them at our expense if they do not in every way come up to your expectations. Complete list of sizes and prices of flat treads, Basket weaves and Bailey styles mailed upon request.

NEW YORK SPORTING GOODS CO.
15 and 17 Warren St. Near Broadway, N. Y.

NEW YORK SPORTING GOODS CO.

17 WARREN STREET NEW YORK U.S.A.

NEW YORK SPORTING GOODS CO

BICYCLES, ACCESSORIES, TIRES

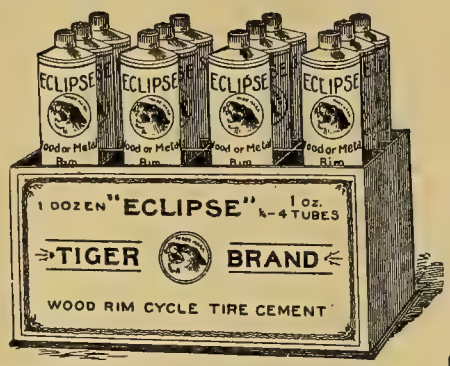
ECLIPSE CEMENTS

ECLIPSE CEMENT & BLACKING CO., Philadelphia, Pa.



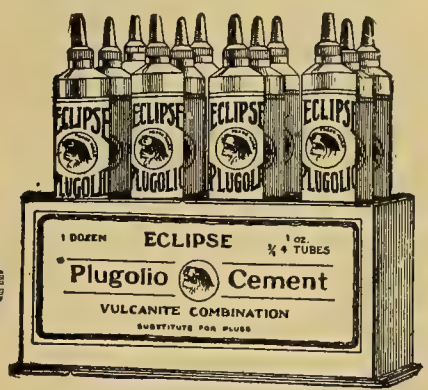
ECLIPSE "TIGER BRAND" RUBBER PATCHING CEMENT

Dries quickly and is easily applied.



ECLIPSE "TIGER BRAND" LIQUID WOOD RIM CEMENT

For fastening tires to rims which have already been coated with a good quality hard cement.



ECLIPSE PLUGOLIO—The King of All Quick Repairers

For small punctures in Hose Pipe Tires. Forms a permanent plaster plug almost instantly.

You Are Going to Get a Puncture Sometime—Somewhere

Are you prepared to fix it? No? Well, then, you had better purchase from your dealer an M. & M. MOTORCYCLE REPAIR KIT.



This kit is especially prepared to be carried by the Motorcyclist. It is the result of careful experiments in the repair of punctures, whereas heat would not soften the cement sufficient to allow separation.

M. & M. CYCLE KIT

is packed in a tin screw-top box containing a special prepared cement, an assortment of patches, cement brush, emery cloth, etc. This outfit will be appreciated by the Motorcyclist who has had experience with tube cement, which invariably gets broken or crushed in your tool box, and when most needed you will find same has leaked or evaporated.

You can always rely on M. & M. Motorcycle Cement.

Outfit Complete, 50c.
At All Cycle Dealers.

THE M. & M. MFG. COMPANY, Akron, Ohio

SMALL HORNS *With* BIG NOISES



The object of a horn is to make a noise and the bigger the horn the bigger the noise, but we offer horns for bicycles and motorcycles which are small and compact, yet give the same deep, dull, penetrating roar as the big automobile horn. They are spun from the best grade musical instrument metal and made in many different shapes and designs, such as the "Right Angle Horn," the "Parallel Horn" and the popular "Bull Frog Horn."

Furnished in either brass or nickel finish.
Write your jobber for Trade Quotations.

THE RILEY-KLOTZ MFG. CO., Newark, N. J.

NEW YORK SPORTING GOODS CO.

17 WARREN STREET — NEW YORK U.S.A.

NEW YORK SPORTING GOODS CO

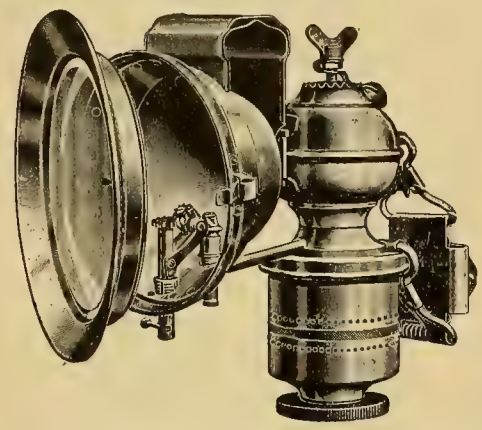
Accessories of Merit for the Motorcyclist

Dealers desiring to increase their accessory trade should get in touch with our goods, and our prices. Our line of sundries is the fastest selling, best money making proposition ever presented.

Every article we handle is in demand. We sell you nothing which would stay on your shelves.

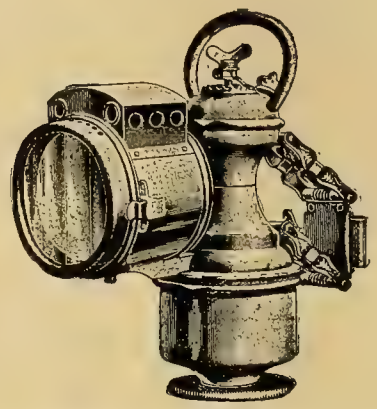
WRITE FOR OUR TRADE PRICES NOW, while the season is young. Don't let this opportunity go by. We can help you increase your business.

Motorcycle Headlight



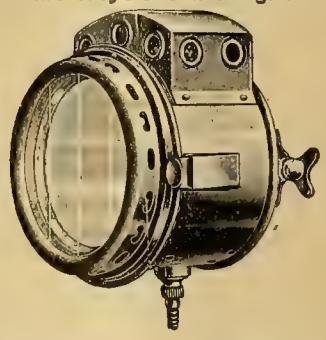
A self-contained generator lamp for motorcycle use. Gives a brilliant light. Has fine nickled reflector. Equipped with **self-lighter.** Entire height of lamp and generator 6¾ inches. Diameter of door in lamp 5 inches. Weight 15 oz. Furnished in nickel plate finish only.
No. **32A.** Price.....**$3.50**

Combined Lamp and Generator



A combination of lamp and generator that is better than any ever devised for motorcycles. Lamp has a mangin mirror lens that projects a powerful light. Generator is very simple in operation. Complete outfit weighs only 23 oz. Bracket on any motorcycle will fit it. Supplied in nickel only.
No. **88.** Price **$5.00**

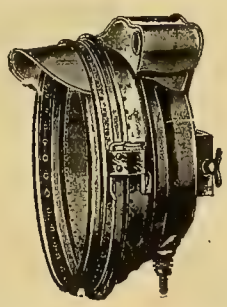
Motorcycle Searchlight



Fitted with mirror lens, which gives it tremendous lighting ability, and also has split glass for diffusing light and preventing breakage.

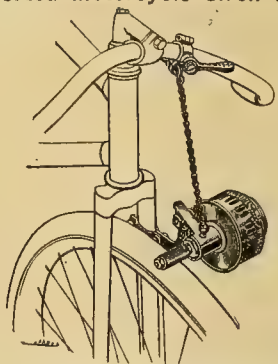
Lamp is 4 4-5 inches high. Diameter glass in door 3 inches, and weighs 9 oz.
No. **106.** Price, each **$3.00**

Motorcycle Headlight



Beautifully designed oval headlight. Very finely nickel-plated. Nickel-plated hood protects face of lamp from storm. Gives a steady brilliant light in any weather. Diameter 5¼ x 6½ inches, depth 4 inches, weight 26 oz.
No. **53A,** Price **$4.00**

Imported Motorcycle Siren Horn



The best sounding horn ever devised for motorcycle use. Operates by being brought into contact with front tire. Controlled from handle bar with ratchet lever. Supplied in nickel finish. Horn has 3-inch bell.
No. **2.** Price **$8.00**
(Complete, ready for attaching.)
No. **1.** Price **$6.50**
(Without ratchet lever attachment.)

Motorcycle Lamp Sets



All nickel headlight with highly polished interior, giving a splendid dazzling light.

Set consisting of No. 55A Lamp, diameter 6 inches, depth 4½ inches, weight 12 oz. and Generator No. 55B; height 5½ inches, diameter 2½ inches, weight 12 oz.
Price per set.....**$6.50**

Motorcycle Headlight



A miniature headlight that can be used for motorcycles or small touring cars. The light projected is very powerful, as the lamp is equipped with a mangin mirror lens, besides having a nickled interior; 8 inches high, 4 inches in diameter and 4½ inches in width.
No. **523.** Price, each.....**$6.50**

Bulb Horn



Used mostly on motorcycles, runabouts and on rear of tonneaus. Triple-twist construction produces a deep penetrating tone. Supplied in nickel or brass.
No. **10.** Price **$2.25**
(Bell 3¼ in.)
No. **11.** Price **$3.00**
(Bell 4 in.)

Continental Motorcycle Pump



The handiest pump ever devised for the motor cyclist. Takes up little room as it fastens to frame. Supplied with frame clips. Made of celluloid. Very powerful. Two sizes.
15 inches long. Price..... $ .75
18 inches long. Price..... 1.00

French Mica Plug



Constructed from amber mica, with composition platinum points, ensuring positive spark.
No. **160.** Price.....**75c.**
(½-inch and Metric.)

If You Desire More Business and Increased Profits Write Now to

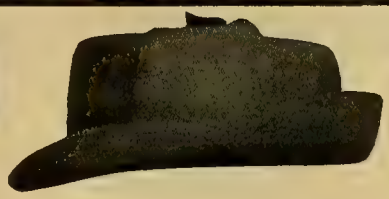
THE MOTOR CAR EQUIPMENT CO., 55 Warren St., New York

Largest Importers of Motorcycle Accessories in America

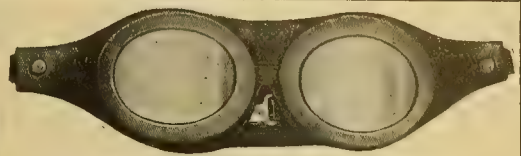
AUTO-CYCLE SUPPLIES



Excelsior Grips—Best Made.



Tip Top Hat.



Rubber Goggles—Clean and Clear.



No. 1402.
Finest Quality.

EVERYTHING YOU USE OR WEAR

On or With a Motorcycle

Our stock is the most complete in the country and we make immediate delivery of the right goods at the right price.

Our Excelsior lamp equipment, while specially designed for use on the Excelsior Auto-Cycle, is readily adapted to any standard machine, and is beyond question the most reliable and efficient acetylene lamp equipment on the market.

Our line of clothing is complete in every respect and includes the latest American and English styles.

No matter what you want, write us.

Excelsior Supply Company

ESTABLISHED 1876

Randolph Street Bridge **Chicago, Illinois**



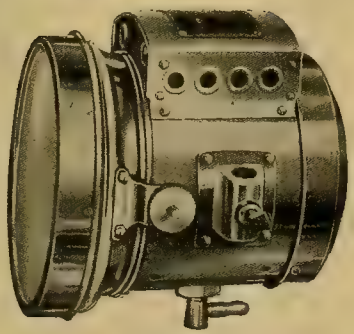
Special Motorcycle Odometer.



Excelsior Generator.



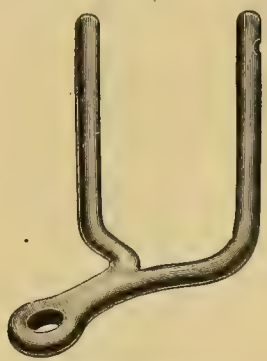
French M. C. Horn.



Excelsior Side Bracket Lamp.



Positively the best on the market. An insurance against lubricating troubles.

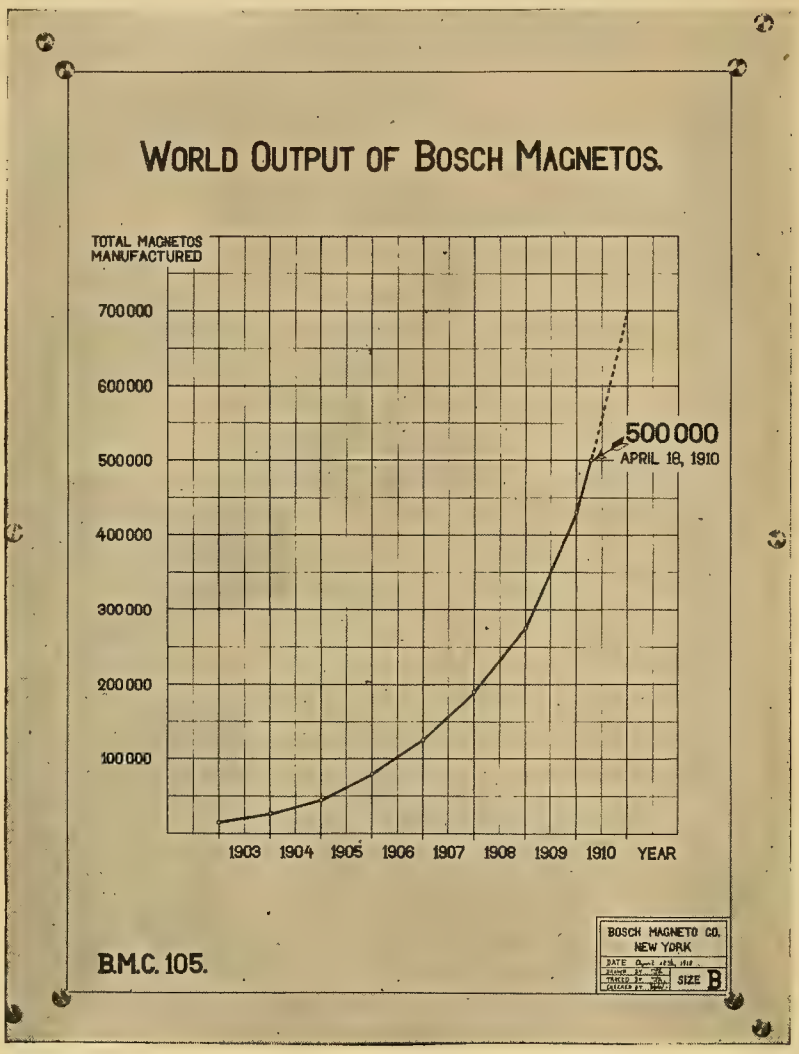


Excelsior Bracket.



Excelsior Generator Bracket.

HALF A MILLION BOSCH MAGNETOS



This Production Chart speaks eloquently of Bosch quality, the ignition you ought to have.

The manufacturers of the following motorcycles equip with Bosch Magnetos:

Bradley	**Marathon**
Crown	**Marvel**
F. N.	**N. S. U.**
Hilaman	**Reading Standard**
Harley-Davidson	**Royal**
Indian	**Thiem**
Merkel	**Thor**
M-M	**Yale**

Specify Bosch When You Buy

If you haven't read "The Bosch News," why not begin now? It tells about Bosch equipped motorcycles, cars, boats, etc.—beautifully illustrated. It is free to every one who asks by letter, phone or postal. June number will be a special motorcycle issue.

BOSCH MAGNETO COMPANY

223-225 West 46th Street **NEW YORK**

CHICAGO
1253 Michigan Avenue

DETROIT
870 Woodward Avenue

SAN FRANCISCO
357 Van Ness Avenue

MOTORCYCLE AND BICYCLE PARTS

MAIN FRAME TUBE
HANDLE BAR TUBE
PULLEY RIMS
MUD-GUARDS
FORK-SIDES
STAND-LEGS
FORKS
STAYS
RIMS

We have manufactured these parts for the past ten years and have supplied practically all the concerns in the bicycle and motorcycle business. You have a right to expect a superior article from us—and you get it.

SEAMLESS STEEL TUBING USED EXCLUSIVELY

THE STANDARD WELDING CO.

Electric Welding Pioneers

CLEVELAND

Western Representative
L. F. McCLERNAN
Monadnock Block
CHICAGO

Eastern Representative
L. D. ROCKWELL
United States Express Bldg.
NEW YORK

DO YOU REALIZE MR. REPAIRMAN

That 40 per cent. of the Baby Carriages, Irish Mails, Velocipedes, etc., continually need new tires?

A conspicuous sign in your window will bring you plenty of this HIGHLY PROFITABLE WORK, which requires but ONE MINUTE when you are equipped with THE ONLY practical machine.

Table of the low average prices repairmen are getting for re-tiring

DIAMETER OF WHEELS in inches.

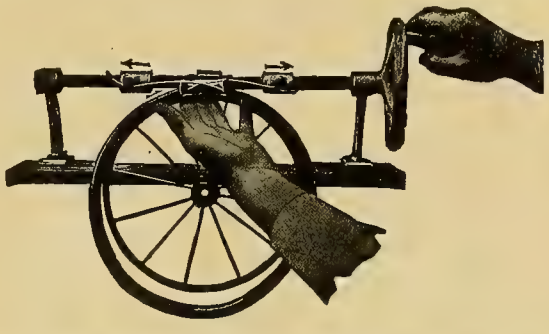
Size of Rubber	10	12	14	16	18	20	22	24	26
	Small figures denote Cost per wheel inc. material.								
	Large figures denote Price per wheel inc. material.								
⅜	5	6⅓	7⅓	8½	9½	10½	11⅔	12⅔	13⅔
	25	30	35	40	45	50	55	60	65
7-16	7½	9	10	12	14	15	17	18	20
	30	35	40	45	50	55	60	65	70
½	9½	12	14	16	18	19	21	23	25
	35	45	50	55	60	65	70	75	80
⅝	15	17	18½	22	25	9	33	36	39
	40	50	60	70	75	85	95	$1.00	$1.10

I feature the very best tiring and wire at the lowest price.

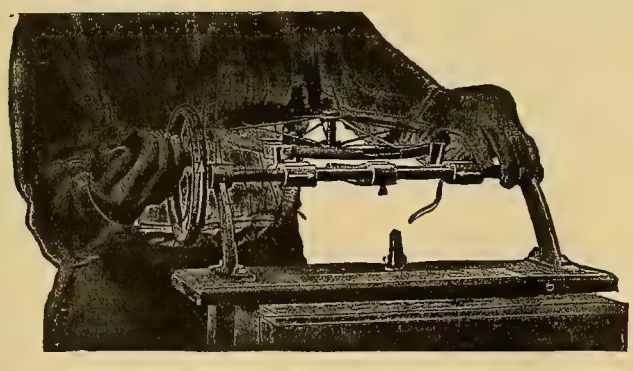
A fresh stock of all sizes always ready for immediate shipment.

The Peerless Tire Setter is a Scream

Affords a way to slacken the wires uniformly while being twisted that insures the proper tension without breaking the wire.



It is most simple. Quickly closes the joint where no other device can.



BE PROPERLY EQUIPPED

Will exchange for your unsatisfactory tire setter. I keep in stock the Little Giant and Miami at a lower price than they can be bought elsewhere.

An excellent side line for salesmen calling on the bicycle trade. Photos or miniatures.

A special liberal discount on all orders resulting from and accompanying this ad. Inquire at once.

C. E. PIERCE, 391 Humboldt Ave., Detroit, Mich.

Pittsfield Motorcycle COILS

provide a sure, sharp, hot spark from even a faint primary. No motorcycle service is hard for them, or can lessen their remarkable efficiency.

Supplied with either flat or conical end. The one cylinder, four lead Pittsfield Coil sells for $8.00, and the two cylinder, five lead Pittsfield Coil sells for $9.00.

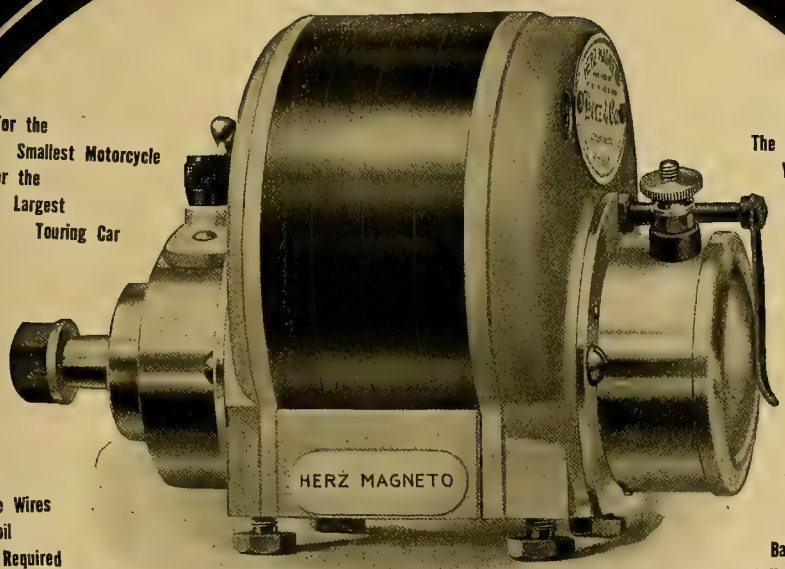
Pittsfield Spark Coil Co.

DALTON, MASS.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

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(Made in Germany)
WEIGHT 5—6 LBS.



For the Smallest Motorcycle or the Largest Touring Car

The Magneto You Will Eventually Use

No Loose Wires
No Coil Required
Just Wires to the Plugs

All Ball Bearings All Under Dust-Proof Cover

The greatest value in magnetos ever offered. Absolutely dependable. Made to outlast any motor.

You want the **FAT, HOT ARC FLAME** and not the thin, faded spark from a low-tension magneto with a coil.

Used all over Europe and pronounced the best magneto ever made. Most Power— Greatest Economy

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Once Installed, the Plug Needs Never to be Touched

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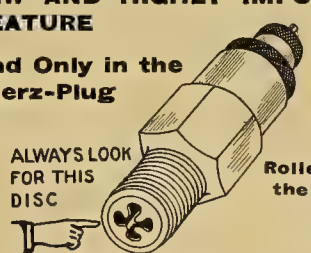
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$1.50 at Dealers, or Post-paid Everywhere.



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Found Only in the Herz-Plug



PLATINUM ALLOY
4-POINT
DISC

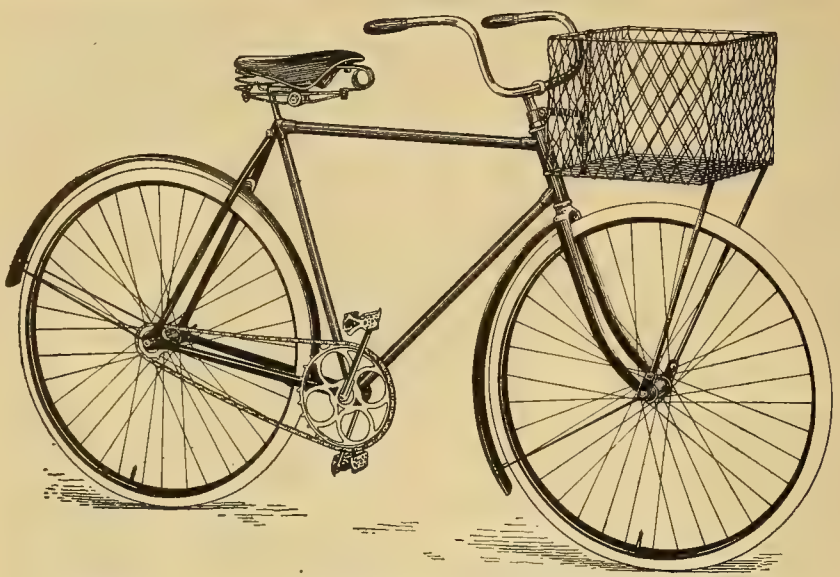
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Can be adjusted to suit the compression of any motor

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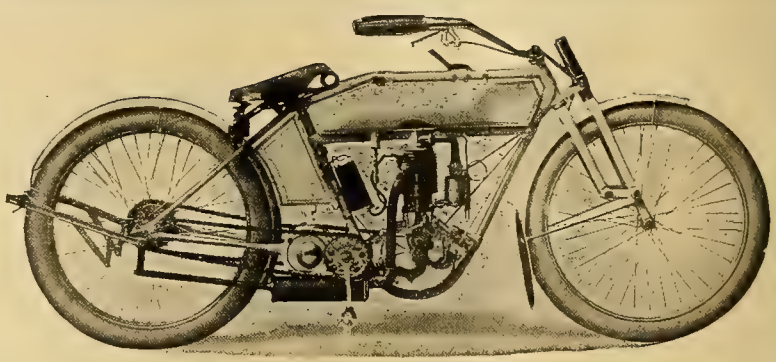
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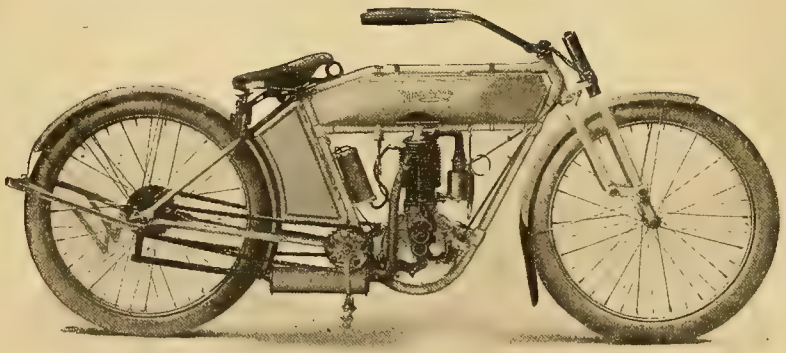
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A Good Pair for Agents



Model "K" Two-Speed



Model "L" Direct Drive
May be equipped with clutch on motor

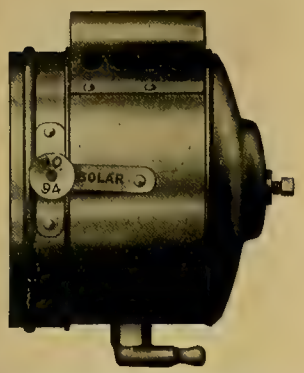
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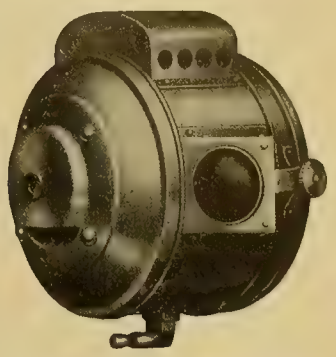
MINNEAPOLIS MOTORCYCLE CO.
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Model 94 Solar Motorcycle Lamp

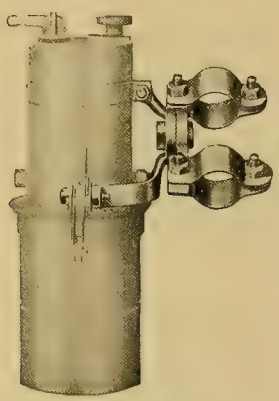
The Best Accident Insurance for Motorcyclist and Bicyclist

The new Solar Motorcycle lamp and generator. The crowning product of twelve years of successful experience.


Model 94R; with Red Rear Signal

The lamp is heavy brass, reinforced and riveted in assembling. Fitted with a removable 4-inch B & L Solar lens mirror reflector—the most powerful 4-inch mirror made.

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The generator is made of a seamless shell of heavy drawn brass. Has a greater carbide capacity than any generator on the market.

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This may be slang—but—it sure will if you ride any but

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PREST-O-LITE Gas Tank

Floods the road far ahead with strong, steady light, turned on and off like a gas jet. Each tank gives over 80 hours of light, (using a ⅛ ft. burner). A full tank, in exchange for an empty, costs only 60c.

Prest-O-Lite is the best and cheapest accident insurance you can carry. Feeble, uncertain lamps expose the rider to constant risk. One accident due to poor light would cost more than a year's supply of Prest-O-Lite.

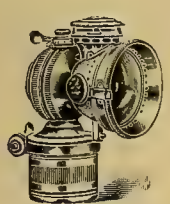
Our Prest-O-Lite Motorcycle tank is a foot long, 4 inches diameter, and weighs (when full) only 7 pounds. Convenient to attach and carry.

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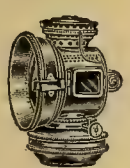
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245 East South Street
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Branches at New York, Boston, Philadelphia, Cleveland, Chicago, Detroit, Providence, Minneapolis, Omaha, Dallas, Los Angeles and San Francisco.



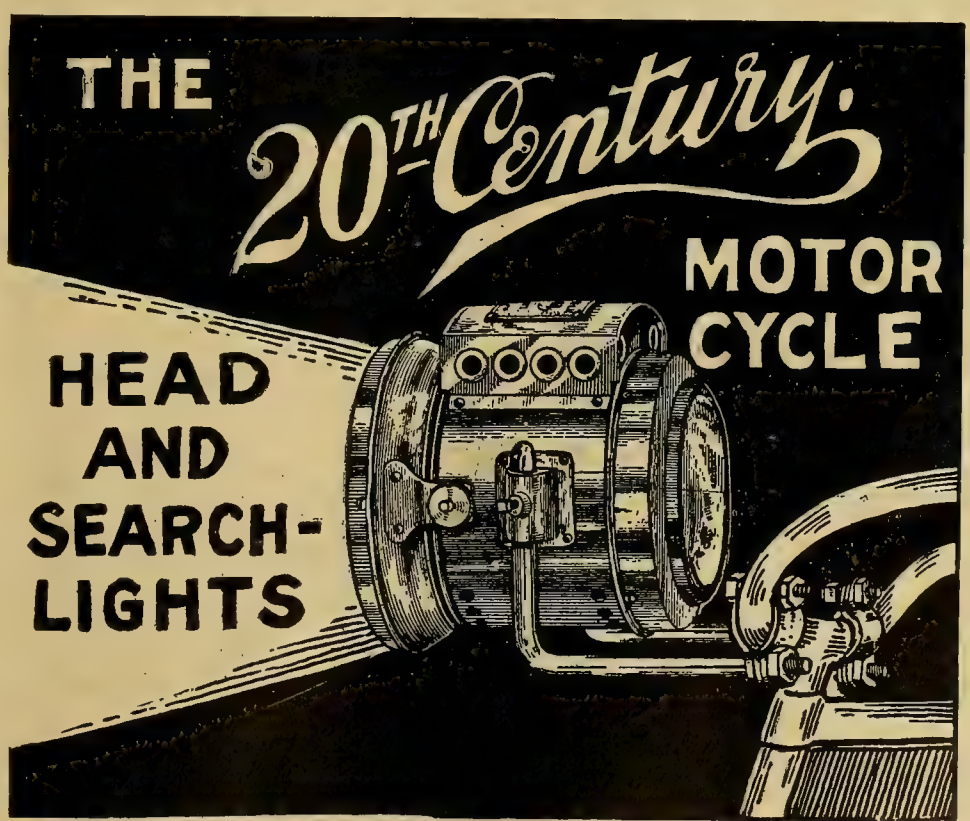
Bicycle Gas.



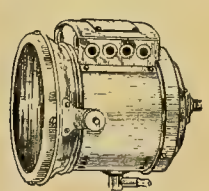
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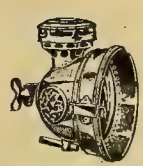
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MODEL No. 102 WITH BRACKETS No. 14¾.



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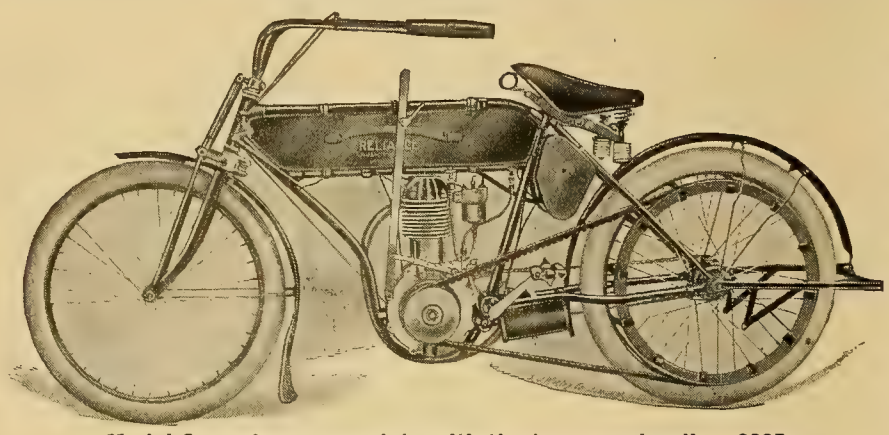


Motorcycle Tail.

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NEW YORK

Here Is What You Have Been Looking For—



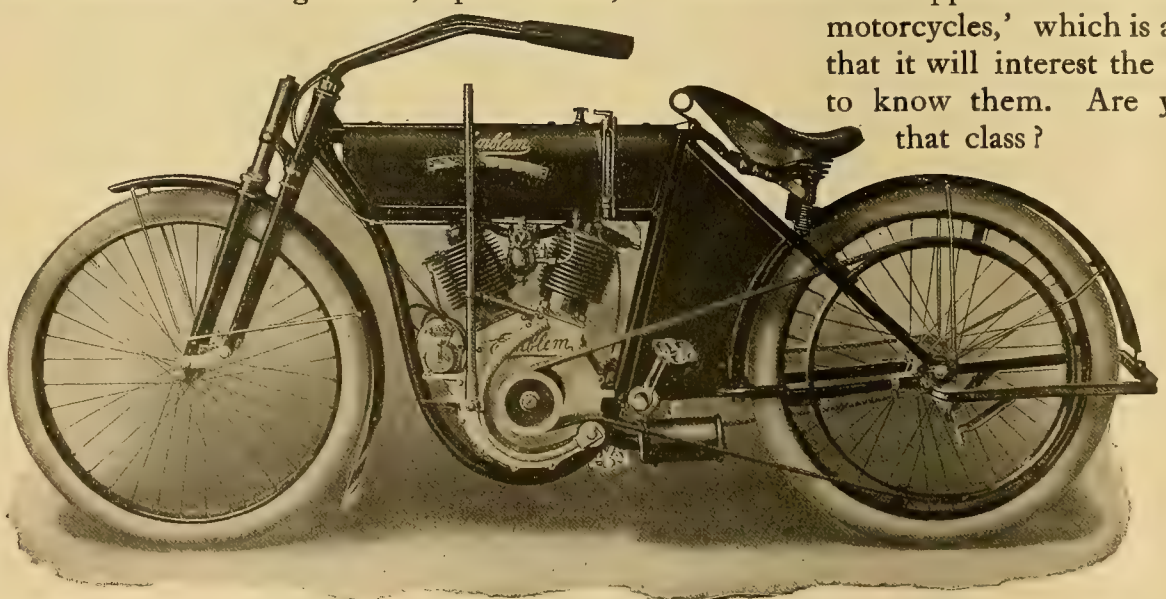
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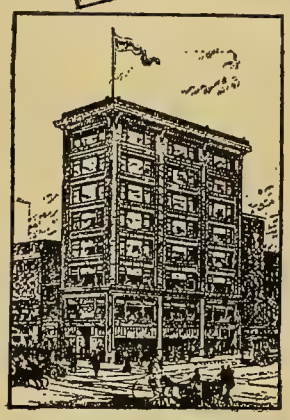
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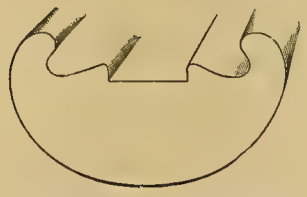
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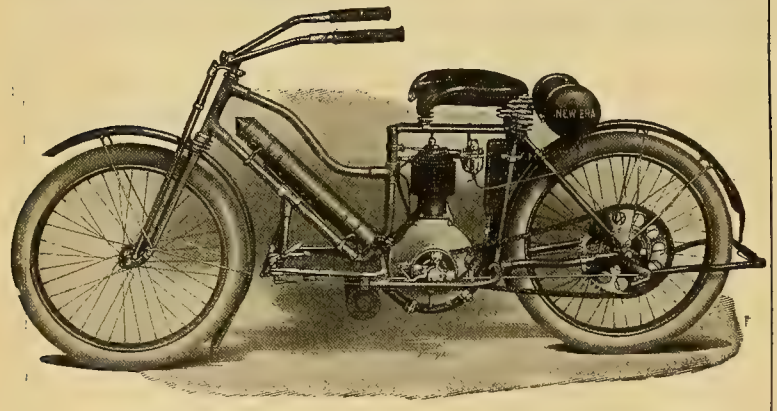
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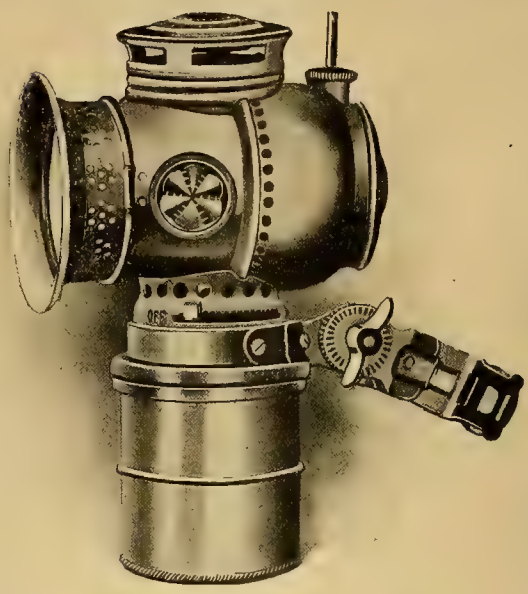
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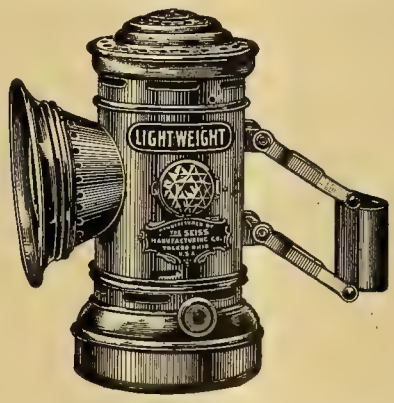
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PRESSED FLAT

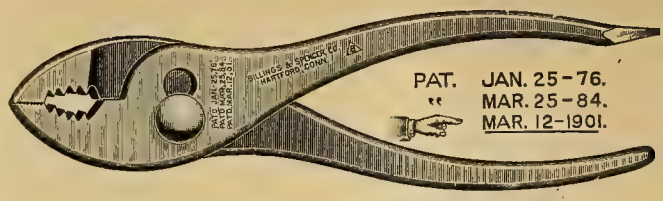


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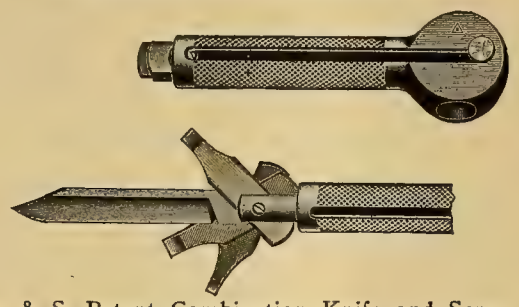
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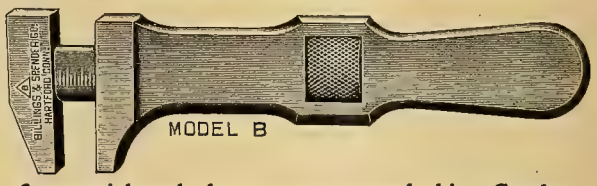
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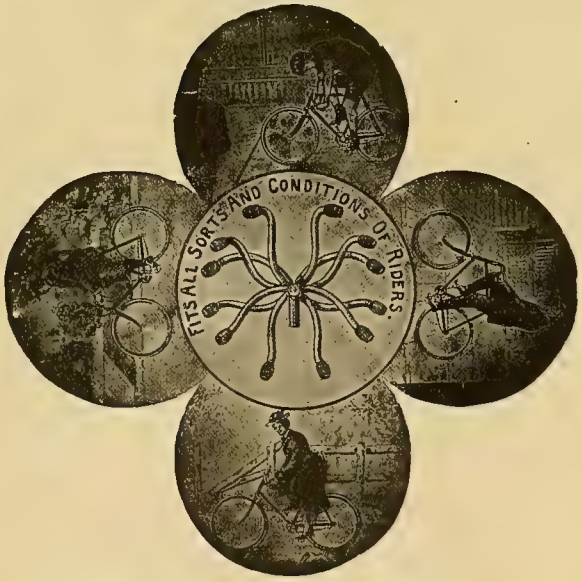
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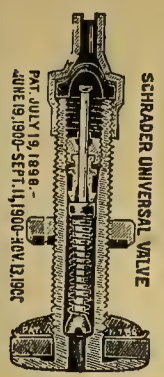
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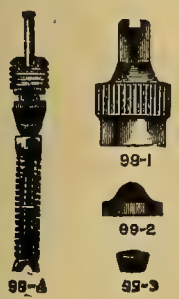


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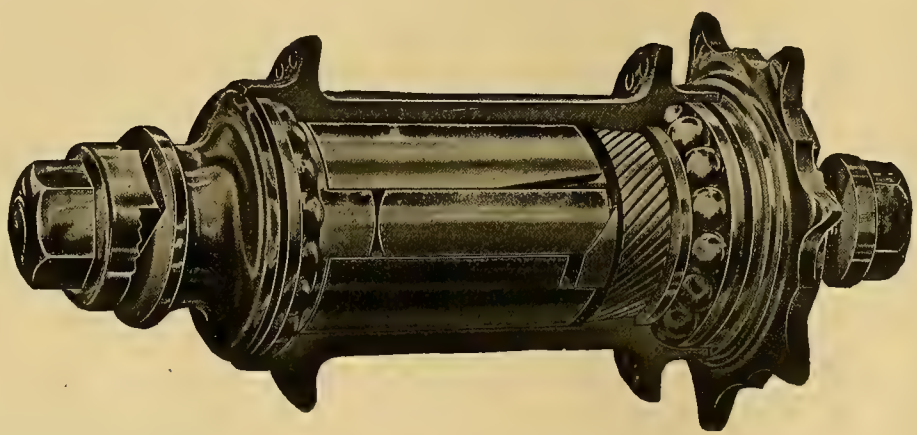
BROOKLYN, N. Y., 1392 Bedford Avenue. NEW YORK CITY, 924 Eighth Avenue.

BRANCHES: Philadelphia, Pa., 318-320 N. Broad St.; Cleveland, Ohio, 1829 Euclid Ave.; Boston, Mass., 202-204 Columbus Ave.; Atlanta, Ga., 66 Edgewood Ave.; Detroit, Mich., 227½ and 229 Jefferson Ave.; Buffalo, N. Y., 824 Main St.; Hartford, Conn., 274 Trumbull St.; New Orleans, La.

The Bicycle Without a Coaster Brake

is only half a bicycle. It is not possible for it to afford the rider more than half the fun half the pleasure which every bicycle should afford. For complete enjoyment a good coaster brake is as necessary as good tires and a good saddle. And of all the coaster brakes available, experience has proven that

THE ECLIPSE



is the one that affords the fullest satisfaction.

It is the Only One that Affords Undiluted Enjoyment

It operates on the lever principle—the only correct principle—is armless and contains none of the rings, springs and other vulnerable parts that so often dilute the cyclists' pleasure.

Printed Matter Mailed on Request

ECLIPSE MACHINE COMPANY, - Elmira, N. Y.

Licensed Coaster Brake Manufacturers.

"Pretty Good" Tires never were good enough

to bear the Kokomo brand.

KOKOMO TIRES

whether for bicycles or motorcycles, always have been the very best tires it is possible to produce. And everyone familiar with the subject will tell you that their quality during all these years has been so consistent as to be remarkable. The Kokomo formula was right at the beginning and we never have trifled with it. For even the best rubber and the best fabric will not insure a good tire unless the "compound"—the formula—is exactly right. Specify Kokomo tires and be happy!



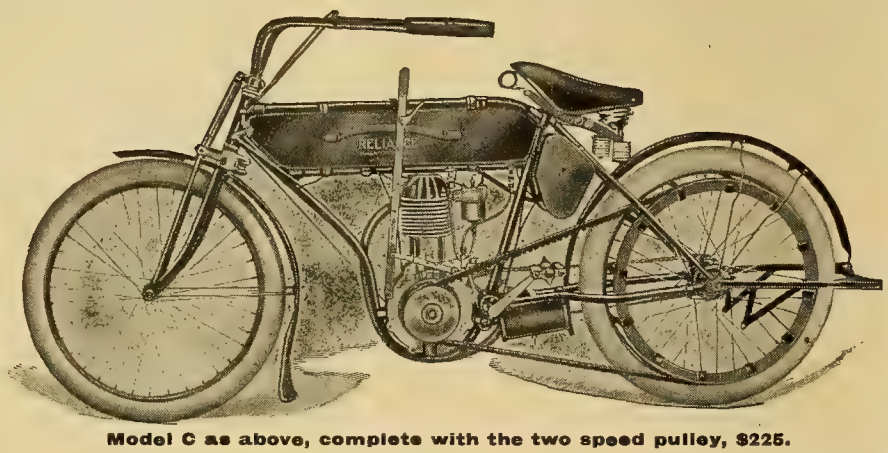






KOKOMO RUBBER CO. KOKOMO INDIANA

Here Is What You Have Been Looking For—



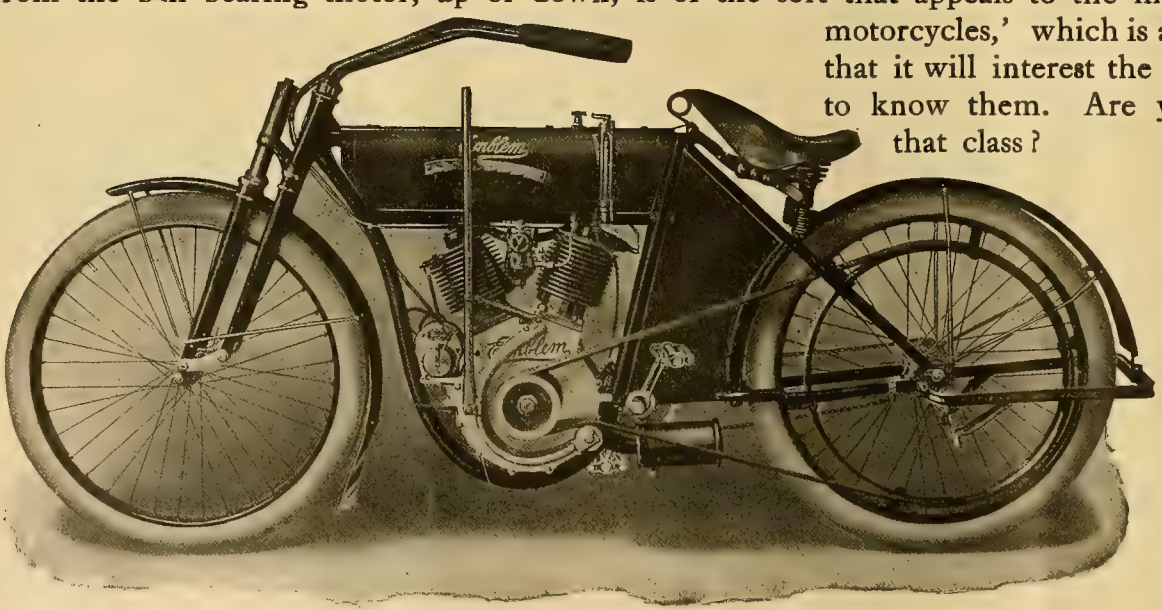
Model C as above, complete with the two speed pulley, $225.

A motorcycle with a neat, compact two speed and free engine pulley, that is simplicity itself in construction, positive in its action, whether in high, low, or free engine position. THINK OF IT! Start engine on stand anywhere, on the steepest hill or deepest sand and then by just pushing forward a lever you are off. 5 to 1 on high, 9 to 1 on low. Write for complete specifications of this and our 4½ H. P. Single and 7 H. P. Twin.

RELIANCE MOTORCYCLE COMPANY, 444 Main St., Owego, Tioga Co., N. Y.

EVERYTHING ABOUT THE EMBLEM

from the ball bearing motor, up or down, is of the sort that appeals to the man who "knows motorcycles,' which is a good indication that it will interest the man who desires to know them. Are you included in that class?



7 H.P. Twin Cylinder.

5 H.P. Single Cylinder.

4 H.P. Single Cylinder.

A Good Agency For Hustlers

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.

The Superiority

of

G&J TIRES

has been so frequently demonstrated that it has now become an axiom with all riders of national reputation. They won't take chances on anything else. The further fact that

all the leading motorcycle manufacturers of the country specify G & J Tires

as their standard equipment will convince you that the Indianapolis G & J Motorcycle Tire is the

unquestioned leader in the world of motorcycling.

You cannot get anything better.

Send for our illustrated booklet.

G & J TIRE COMPANY, Indianapolis, Ind.

You motorcyclists who are about to select your tire equipment for the coming year. Take the word of one who has tried them. He will tell you that—

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT, Detroit

EASY MONEY—Mr. Live Dealer

SELLING

OVERLAND & BLACK DIAMOND BICYCLES



Send for Prices Today

Prompt Service Assured

The Wheel of Character Style and Stability

Send for our 1910 catalogue printed in colors; also our beautifully colored window transfer sign for dealers.

Main Offices and Wholesale Dept. 177-179 Portland St.

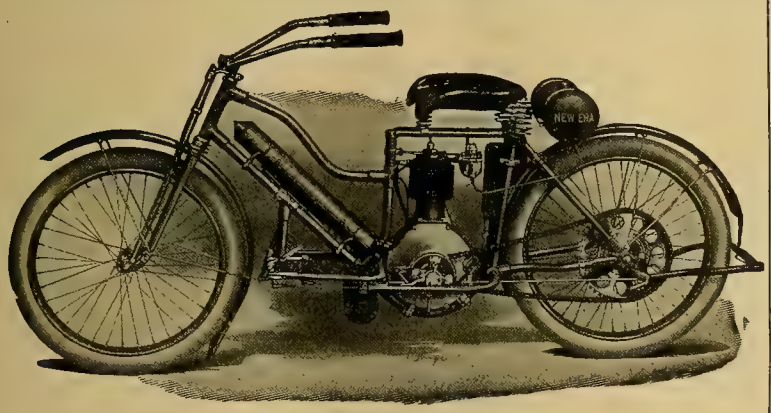
Bi-Motor Equipment Co., Boston, Mass.

Branch Store 113 Massachusetts Ave.

NEW ERA AUTO-CYCLE

It's the Happiest Combination of Comfort, Safety, Speed, Durability and Fuel Economy

DON'T mistake it for an ordinary motorcycle—it's extraordinary. The only two wheel automobile on the market—the only motorcycle without pedals, without the old fashioned saddle, without vibration, worked without work. WHY? HOW? Its motor—an air cooled 3½ and 5 H.P. single cylinder—is started by means of a crank, like an automobile—in a few seconds, without pedaling.



No Saddle Soreness Either

for the form seat—leather upholstered, and the position of it, between the wheels—prevents it. The foot-board helps lots. No hill too high, no street too crowded for the New Era with its two speed transmission, which makes the rider the master over every emergency. Our catalogue tells the rest. Shall we send it?

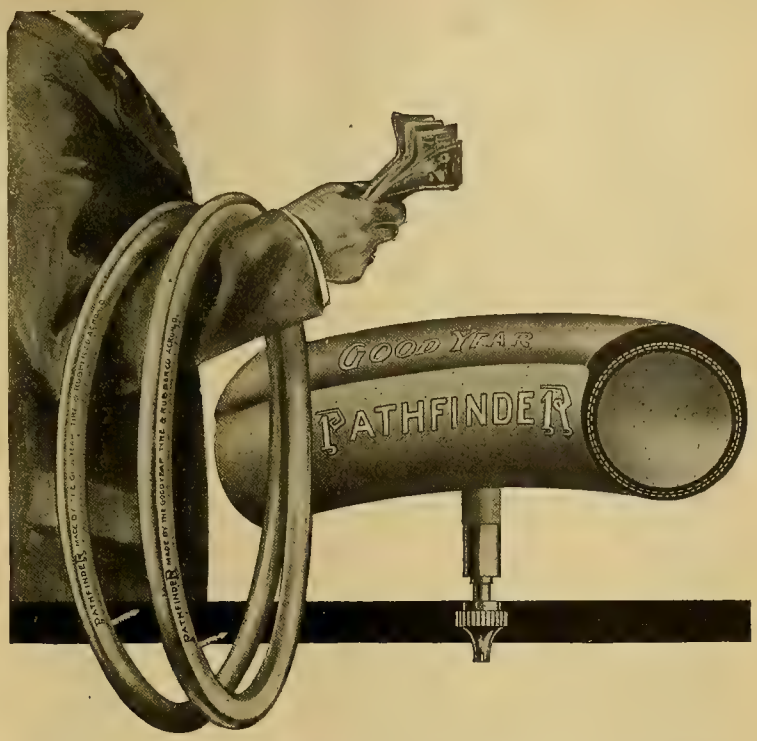
THE QUESTION REMAINS:

DO YOU WANT THE "NEW ERA" AGENCY?

Write us today.

The New Era Auto-Cycle Company

No. 2 Dale Avenue DAYTON, OHIO



You Make More Money on Tires

when your customers **save** money on tires by buying from you the kind that can be repaired—The Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back.

Pleased customers are also the best advertisers in the world. They bring others to you.

There's one secret of the Goodyear Pathfinder's wonderful popularity. It can be repaired either by plugs or vulconization.

That gives the owner a run for his money.

A different story from that of ordinary tires, many of which will not take repairs at all.

Goodyear Pathfinder Single Tube Tires are made of the finest grade of Para rubber, as nearly pure as possible to put in a bicycle tire to vulcanize properly.

There are cheaper rubbers that would look just as well. We could even take rubber from old worn out tires, overshoes, etc., and make a tire that would pass muster as far as looks are concerned. But it is service as well as looks that sell the Pathfinder.

The fabric in the famous Goodyear Pathfinder is a special closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

Notice the Pathfinder's cover—you never saw a tougher one. Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

More than 600 dealers—one to a town in all parts of the country—are now doing a big business on the Goodyear Pathfinder. Are you one of these?

Write us if we are not represented in your town and see what there is in it for you. Start a letter today!

The Goodyear Tire & Rubber Company

Moal Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 317 E. Fifth St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.

FISK

FISK
BICYCLE
TIRES

FISK
BICYCLE
TIRES

The Best Bicycle Road Tire in the World!

Be sure and ask for

FISK 66

One of the famous FISK *Quality* products.

Write for literature to Dept. E.

THE FISK RUBBER CO.
Chicopee Falls, Mass.
Branches in 17 Cities.

Every Repair Man should have our Repair Shop Book giving prices and instructions in connection with our Vulcanizing Outfits and Repair Stocks.

Of the Few Best Things in the World of Wheels, the BROOKS is BEST Among Saddles

Never overlook that fact—never forget that the public realize and appreciate its value—that they know that no other

Cycle or Motorcycle Saddle

can even approach a BROOKS in the matter of comfort and durability. That is why they **say BROOKS** so persistently—it is why you should do so, too, and specify this fitment on every bicycle you buy.

Sole Agents for Motorcycle Saddles and Seats

THE HENDEE MFG. CO.
Springfield, Mass.



The BROOKS B19 Champion Flyer—an ideal saddle for path-work.

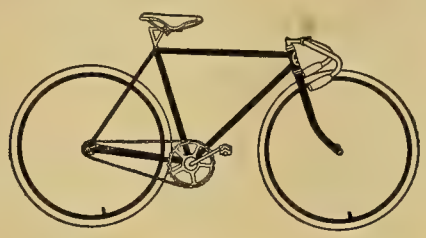
Cycle Saddles, apply,

J. B. BROOKS & CO., Ltd.
73 Criterion Works
Birmingham, England

POPE BICYCLES

A Good Reputation Makes Easy Sales

The value of a good REPUTATION cannot be overestimated. It is one of the strong assets of a business. "Goodwill" it is often called, and as everyone knows the "goodwill" of many a concern is worth millions, not only to the manufacturer himself but to those who deal in his product.



POPE BICYCLES have such a reputation in the trade and with the public. Nine persons out of ten when the subject of cycling is brought up instinctively think of POPE bicycles. Nine out of ten will unhesitatingly say that they are the BEST bicycles. It is the result of a long established business built up and permanently maintained on the principle of giving "value received."

Every bicycle dealer should take advantage of this Pope Reputation and thereby add to his own reputation and to the permanence of his own business.

That it pays to handle Pope Bicycles is attested by the hundreds of successful dealers all over the country who have sold them continuously for the past 20 years.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

Pedals

Toe Clips

TRADE DIAMOND E SPOKES AND NIPPLES MARK

Spark Plugs

The Hall Mark of all good bicycles. It's stamped on every spoke.

THE STANDARD CO.
Torrington, Conn.

The One Best Bet

as an agency proposition
for 1910 is

THE *Racycle*

ALWAYS HAS BEEN
ALWAYS WILL BE

The Best Selling High Grade Wheel IN THE WORLD

We can tell you why the Racycle should be—
Our Agents will tell you that IT IS—

The Best Agency in the U. S.

Write for particulars.

THE MIAMI CYCLE & MFG. COMPANY
Middletown, Ohio, U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. New York, U. S. A., Saturday, May 7, 1910. No. 7

WORLD'S EXPORTS $25,500,000

Foreign Shipments of Five Cycle-Making Countries Attained This Value in 1909 —America a Poor Fourth.

Statistics now available disclose that the world's export trade in bicycles and parts thereof during the year 1909 amounted to $25,473,900, as compared with $23,682,690 in 1908, an increase of $1,791,210.

Of the five cycle exporting countries responsible for these figures, Germany still remains at the head of the list, its exports during the year 1909 aggregating $15,022,750, or almost double that of its nearest rival, Great Britain, whose foreign business totaled $8,343,035.

The United States, which once occupied the leading position, long since lost it and has slipped downward steadily from year to year. In 1908 it was passed by France, and during the past year it lost more ground, until now it stands nearly 50 per cent. below its sister republic, and this despite the fact that France also suffered a loss, amounting to $310,400. The fifth country, Belgium, whose exports never were large, declined from $118,040 to $105,110.

The remarkable feature of the bicycle business of Great Britain and Germany is the overwhelming preponderance of export of parts, which account for more than 75 per cent. of the total values. In respect to complete machines, Germany and Great Britain are practically on even terms, but in parts Germany outdoes Great Britain in proportion of three to one.

The recapitulation of the figures for 1908 and 1909 works out as follows:

	1908.	1909.
Germany	$14,125,750	$15,022,750
Great Britain	7,094,995	8,343,035
France	1,641,800	1,331,400
United States	702,105	680,615
Belgium	118,040	105,110
	$23,682,690	$25,473,900

To Make Motorcycles in Detroit.

Detroit, Mich., which is the seething center of automobile manufacture, is about to become possessed of its first motorcycle plant. It will be operated by the Detroit Motorcycle Co., which just has been incorporated with $25,000 capital, of which $17,000 has been paid in and which temporarily will be located at 89 Bagley avenue. The officers of the company are: President, Daniel H. Steinbach; vice-president, T. J. Irwin, and secretary-treasurer, G. Lewis Carter. The board of directors is composed of Andrew Lannie, Henry C. Funck, Wesley W. Breed and Herman Schultz. A run of 100 machines will be put through pending the location of a permanent factory.

Harley-Davidson Lets Building Contract.

The Harley-Davidson Motor Co., of Milwaukee, has placed the contracts for the erection of the addition to its plant, the site for which was purchased several months since. The plant will be a reinforced concrete building, incorporating all modern improvements. The addition will more than double the size of the present plant of the remarkably successful Milwaukee concern and permit a production of 8,000 motorcycles for 1911.

Motorcycle Makers to Meet at Seaside.

The Motorcycle Manufacturers' Association has accepted the invitation of the Cycle Parts and Accessories Association to hold its next meeting during the cycle trades' midsummer gathering at Atlantic City and to partake of the hospitality which the C. P. A. A. will dispense. The dates for the gathering are August 3, 4 and 5.

Akron Firm Becomes a Corporation.

The Century Cycle Co., which has been doing business in Akron, Ohio, for a number of years, has incorporated under the laws of that state with $10,000 capital. Philip G. Wagner and others are named as corporators.

"RARE BARGAINS" BOB UP AGAIN

"Factory Unloading Sale" and "Travelers' Samples" as Bait—Inquiry Uncovers Grinberg and Some Heat.

Since the sweet-scented Manhattan Storage Co. apparently relinquished bicycles several years ago, the New York trade has been fairly free from the baleful influences of the baited-hook sort of advertising that always marked the Morris & Grinberg endeavors. This week, however, they reappeared—not the Manhattan pair, but the ads. heralding wonderful bargains to be picked up because of overstocks in several large factories. "Factory and traveling salesmen's samples" also were to be had at "prices two-thirds less than regular rates." Regardless of profit, they must be sold at once, at less than factory cost!

Always interested in such matters, the Bicycling World sought to ascertain what large factories were unloading spring overstocks at sacrifice prices. The advertisements gave no firm name; they merely stated that the bargains were to be had at 57 Warren street, which the seeker for information found to be the Hayes Rubber Co. The store seemed as redolent of Morris & Grinberg as had the advertisements—and not unnaturally, for Grinberg, be it known, is the financial sponsor of the Hayes institution.

As several Columbia chain and chainless bicycles "which had been used as traveling salesmen's samples" were to be had "at two-thirds less than list prices," the Bicycling World man thought they constituted as big a bargain as he could hope to secure, and consequently made overtures for the purchase of a chainless and a racing bicycle.

"Yes, this is the Columbia chainless, the finest bicycle you can buy," said the son of Israel who met him and who seemed in authority, pointing to one of last year's Columbia bicycles, which lists at $75. "This

bicycle costs $80, but I will sell it to you for $60. See, it's got Fisk tires on it."

"Are they good tires?" innocently queried the Bicycling World man.

"Sure! They are made by the Goodyear company; it makes all the good tires."

Then he led the way over to a last year's Columbia Special, which sells for $50. Despite the fact that the word "Special" was lettered on the frame, he insisted that it was the racer, notwithstanding that it was fitted with a coaster brake; the Bicycling World man could have it for $40.

"But I thought you advertised that you would sell them for two-thirds off?" inquired the Bicycling World man.

This he denied, but after being shown the advertisement he called over a young man, who seemed to be a chief clerk of the establishment, and began to berate him for advertising the bicycles at two-thirds off, when one-third off was meant. The Bicycling World man had dealt with such persons too many times before to not understand the game, and he also noticed the wink the older man tipped to the youngster, whereupon he taxed them with misleading the public.

"Who are you, anyway, that you into my store should come and accuse me as a fakir, eh?"

The Bicycling World man revealed his identity, whereupon the salesman promptly went "up in the air."

"I ain't no fakir, y'understand? I never was no fakir. I vill sell to you the bicycles at two-thirds off. I vill prove to you I lose money. I show you the bills from the Pope Mfg. Co., y'understand? You come py mein store to make trouble, eh? I vill show you, y'understand?"

Then he took out a bill file, and shoved it under the Bicycling World man's nose, carefully keeping it closed all the while. Then he jerked it away quickly.

"No, I vill not show it to you. I don't know you."

The visitor presented his business card to substantiate his claim, but it had no effect.

"Can you tell me what factories are overstocked?" asked the Bicycling World man, still seeking for information. "Can you name one single factory?"

"I didn't say that any factories was overstocked," replied the salesman, with some heat. "I said I was overstocked."

When the advertisement again was called to his attention he became madder than a wet hen. He sputtered and he fumed, he cursed and he swore, gesticulated and stamped his feet so hard that his Congress gaiters nearly fell off. Finally he got so mad that he grabbed his hat and rushed out of the front door. As he did not return in half an hour, the Bicycling World man concluded that if any bicycle factories were overstocked and were unloading at sacrifices it was certain that none of the bicycles had been unloaded in the premises of the Hayes Rubber Co.

EXPORTS STILL SLIPPING DOWN

March Proves Another Unfavorable Month —Large Losses in England, France and Japan—Canada Biggest Buyer.

Exports of American bicycles during March, 1910, added to the general decline, the figures for the month being $52,318, compared with $73,154 during the same month of 1909. Three of the countries included in the itemized report are responsible for this loss of $20,836—namely, Japan, $12,907; Great Britain, $7,558, and France, $4,959. Argentina, too, showed a decrease of $2,629, but this loss is more than balanced by the gain in the trade with British North America, which country took $11,142 worth, as against $5,795 during March, 1909. The group included under "Other countries" is the only other buyer of bicycles, whose purchases during March, 1910, were larger than in the same period of the preceding year. Belgium, Germany, Italy, Holland, Mexico and British Australasia remained practically stationary.

The figures for the nine months ending March, 1910, while showing a decline of $72,903 compared with the same period of 1909, the figures being $428,532 and $541,1435, respectively, hold a remote hope of better conditions in the near future. The loss is almost entirely accounted for by the falling off in exports to "Other Europe," where $115,093 in 1908-9 dwindled to $38,352 in 1910. The second greatest loser was Japan, whose imports, valued at $42,263 during the nine months ending March, 1909, dropped to $16,074 in the same period of 1910. To make up for part of this loss of over $100,000, eleven of the eighteen geographical divisions increased their imports, the United Kingdom, British North America and British Australasia being the heaviest gainers. The United Kingdom now leads with $82,940; British North America second, with $46,907; Mexico third, with $43,182; British Australasia fourth, with $42,818. The record in detail:

Cycles and parts of— Exported to—	March 1909	March 1910	Nine Months Ending March 1908	Nine Months Ending March 1909	Nine Months Ending March 1910
United Kingdom	$16,641	$9,083	$77,940	$75,175	$82,940
Belgium	2,381	2,024	18,976	24,155	9,199
France	5,259	300	21,572	25,465	1,473
Germany	1,701	1,291	20,148	14,480	9,627
Italy	3,326	3,805	21,646	17,392	15,725
Netherlands	1,523	1,812	20,242	27,182	23,799
Other Europe	7,055	5,686	59,920	115,093	38,352
British North America	5,795	11,142	43,646	38,096	46,907
Mexico	4,842	5,447	70,436	42,577	43,182
Cuba	1,714	2,350	31,878	14,470	19,987
Other West Indies and Bermuda	806	1,466	20,782	10,965	10,712
Argentina	2,661	32	10,187	13,994	13,932
Brazil	539	483	6,189	3,909	3,653
Other South America	424	874	10,035	7,749	8,775
Japan	12,907	....	78,150	42,263	16,074
British Australasia	3,283	3,674	73,885	44,237	42,818
Other Asia and Oceania	1,488	1,036	11,248	18,344	30,513
Other countries	799	1,813	6,347	5,889	10,864
Totals	$73,154	$52,318	$603,227	$541,435	$428,532

Stephens Incorporates His Company.

The Factory Auto Supplies Co., of Chicago, which is the title adopted by George W. Stephens, the former advertising manager of the G & J Tire Company, has been incorporated under the laws of Illinois with $10,000 capital. In addition to Stephens, William A. Conover and Spencer Ward are named as corporators. Stephens himself is conducting the business, handling motor supplies generally and specializing on tires of all sorts.

New Company Starts in Tennessee.

The City Auto & Rubber Co., Memphis, Tenn., has been incorporated under the laws of that state to engage in the general repair of bicycles, motorcycles, automobiles, tires, etc. Its capital is $10,000 and the corporators named are A. R. Woollen, J. H. DuBose, James T. Dolan, Frank Taylor and Robert Hulme.

Can Handle Cycles if They So Desire.

The Sweeney Automobile Co., Camden, N. J., the Fulton Motor Car Co., Rulton, N. Y., and the Maritime Motor Car Co., Westfield, N. J., all of which recently have been incorporated under the laws of their respective states, include dealing in bicycles and motorcycles among their several stated objects.

Chicago Store Changes Ownership.

A. Kratochvil, Jr., who has been in the motorcycle business with his father at 3215 West 26th street, Chicago, has purchased the store of George W. Lyons, 33d Boulevard, near South Park avenue, in that city, and will continue the business under his own name. He will have the sub-agency for the Indian.

Burgess Opens Store of His Own.

Austin W. Burgess, the Indian motorcycle agent in Houston, Tex., who heretofore has done business in connection with a hardware house in that city, has opened a store of his own. It is located at 919½ Capital avenue.

WHERE THE NOVICE PUT THE OIL

Followed Instructions Not Wisely but Too Well—And Then, of Course, the Motor "Cut Capers."

Diligently applying the injunction to "oil early and often," which invariably is given to novices, one New York state motorcyclist brought his young career to pause in a way which puzzled him much and caused even the dealer from whom he had purchased the machine a few moments of perplexity. The latter happened to be Albert H. Rivenburgh, who has the Indian agency at Clermont, N. Y. The novice in question chose a twin for his mount and rode away "on velvet," as Rivenburgh describes it. But after a while he returned with just such a "mysterious missing" as somehow always develops sooner or later when inexperienced hands are on the bars. When questioned as to what he had been doing to the machine, the neophyte innocently said, "Nothing!" Then he added, "But I oiled her up good in there," pointing to the intake valve dome primers on his Indian. That the engine should rebel at having its cylinders flooded with lubricating oil was only natural. Rivenburgh, however, is a strong man and did not faint.

Making the Magneto do Outside Work.

While it would appear that the only function of a magneto is to furnish the spark which is one of the necessary adjuncts of gasolene going, an ingenious motorist has evolved a scheme for utilizing the magnetic properties of the horseshoes for recovering nuts, washers and other small articles which have a habit of falling into inaccessible places at times when adjustments are being made. For instance, he says, should some pieces of a broken valve go down into a cylinder or a small nut on a carburetter work loose and drop into the mixing chamber they can be recovered with a minimum disturbance of adjustments with the aid of a magnetized screw driver or bar. By rubbing the screw driver against the magnets it will be sufficiently charged as to be capable of lifting articles equal in weight to itself.

About Carrying Tools in Coat Pockets.

Although many riders persist in so doing, it is unwise to carry sharp edged tools in the pockets, particularly in the vicinity of the heart and lungs. The exact outcome of a fall, from which no rider, no matter how careful, ever is wholly immune, never can be calculated in advance and a serious and even fatal result is liable to accrue from a spill, through a sharp tool being driven into a vital spot. Only a few weeks ago, a motorcyclist whose inner pockets were filled with screwdrivers, pliers and other long limbed tools, sustained a dangerous fall and by great good fortune escaped having his anatomy punctured by a length of sharp steel. It is a dangerous practice, for which there is no excuse, particularly in these days when tool boxes are large enough to hold all ordinary tools which are likely to be needed.

One Cause of Excessive Brake Wear.

On machines equipped with band brakes care should be taken to see that no accumulations of mud or oily dust are allowed to accumulate on the drum or under the band. If through neglect any grit does gather, it will cause excessive wear, causing the brake to require frequent adjustment, and inevitably shortening the life of the lining material.

COMING EVENTS

May 8, Little Falls, N. J.—New Jersey Motorcycle Club's race meet at Ryle Park half mile track; open.

May 15, Valley Stream, N. Y.—Fifty miles scratch road race; Italian riders only.

May 15, Brooklyn, N. Y.—Century Road Club of America's 14th annual spring century run; open.

May 15, Baltimore, Md.—Crescent Bicycle Club's fifth annual 12 miles handicap road race; open.

May 29-30, Newark, N. J.—New Jersey Motorcycle Club's 350 miles endurance run to Easton, Penn., and return; open.

May 29-30, Chicago, Ill.—North Shore Motorcycling Club's race meet at Hawthorne mile dirt track; open.

May 30, Revere Beach, Mass.—Race meet at saucer track; open.

May 30, Salt Lake City, Utah—Opening Salt Palace saucer for season.

May 30, Grand Rapids, Mich.—Western Michigan Cycle Club's race meet at Comstock Park; open.

May 30, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's race meet at driving park track; open.

May 30, Plainfield, N. J.—Plainfield Bicycle Club's 25 miles handicap road race; open, and 2 miles road race for boys.

June 5, New York City.—Concourse Motorcycle Club's third annual spring run to Savin Rock, Conn., and return; open.

June 19, Valley Stream, N. Y.—Century Road Club of America, New York State Division's 50 miles handicap road race; open.

STORES OF WHICH THEIR OWNERS ARE PROUD

(XI) HOWARD A. FRENCH & CO., BALTIMORE, MD.: AGENTS FOR INDIAN, THOR AND HARLEY-DAVIDSON MOTORCYCLES AND COLUMBIA, IVER JOHNSON AND YALE BICYCLES





(Photograph Taken at Time of Delivery of Motorcycles to Police Squad)

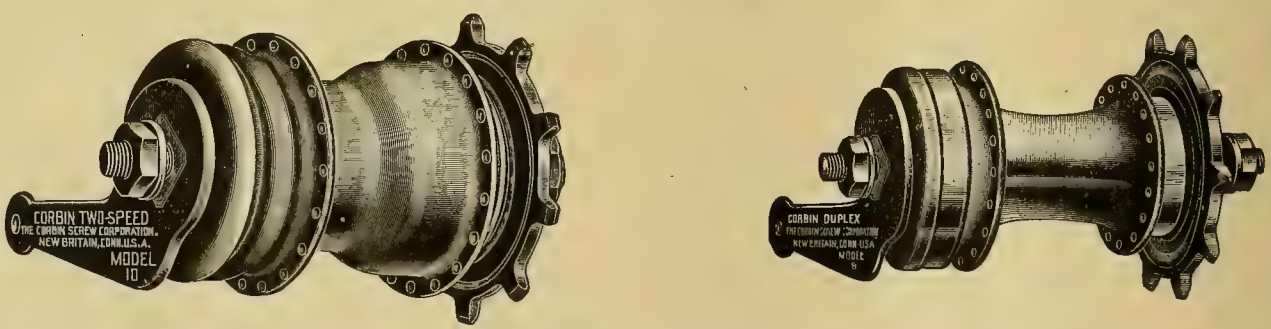
Why Be a Slave to Gear?

Why not have both a low gear and a high one always at your command? A low gear for hill climbing and for pedaling against the wind, and a high one for level roads and quiet weather constitutes a combination that adds immensely to the satisfaction of cycling. The mere change from one gear to the other is restful and adds to the pleasurable sensations. The

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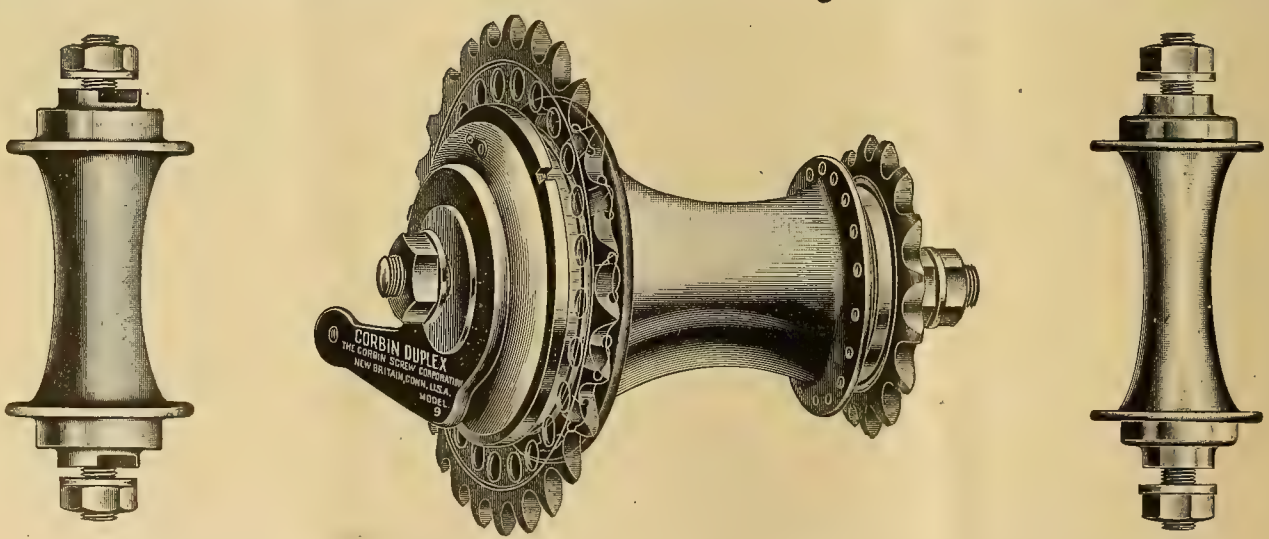
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THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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NEW YORK, MAY 7, 1910.

"I wish to express my pleasure on receiving the Spring Number of the Bicycling World. It certainly is the best yet gotten out for this line of sport. The cover is a very artistic piece of work and looks very true to nature, and the contents are very interesting and instructive."—P. M. Weber, West Haven, Conn.

The Effects of Machine-Made Sport.

While there appears to have been no way out of the abandonment of its Decoration Day racemeet, the action of the Springfield Motorcycle Club in withdrawing its application for the F. A. M. national meet and in practically closing the Springfield track, is distinctly regrettable.

While Philadelphia, to which the national function will go without contest, undoubtedly will be able to do credit to itself, the size and location and surroundings of Springfield and its track were potent factors and the very support which of necessity the meet simply must have at command was of the sort that made for a red-letter occasion.

In his communication stating the causes of the withdrawal of its application, President Brackett of the Springfield club does not directly refer to this support, which others, however, have described as "Hendee influence." At least one F. A. M. official several months ago expressed himself as fearful of the effects of this influence, and undoubtedly the notion that because the Hendee Mfg. Co. is located in Springfield it would derive some benefit from any motorcycle event which may be held there has been entertained by others; in whispers the idea has been overworked by a couple of jealous rivals whose capacity for mischiefmaking already is known to some persons and the real extent of which may some day become apparent to many others interested in the F. A. M. and even in the Motorcycle Manufacturers' Association.

If by any chance the Hendee company might obtain benefit from such an event, it must be plain to broadminded men that it is benefit that would be indirect and of the sort that the big company itself scarcely would miss and which would come high. The chief effect of the "Hendee influence" on such a meet would be wholesome effect of benefit to all who attended the gathering. For it equally is patent that local pride would impel the Hendee interests to leave no stone unturned and no dollar unspent to assure a very much more than ordinary good time to all visitors to a Springfield function.

It is unfortunate that trade rivalry, trade jealousy, trade feeling or whatever one cares to style it entered into the matter.

As for the 500 miles race scheduled for Decoration Day and which has been abandoned, we disagree with the Springfield club as to its attractiveness and are in no wise surprised at its enforced abandonment. The trade element and the trade spirit too largely entered into it to make it a sporting success. In fact, the entire situation and the non-success of the Springfield Stadium and the indifferent success of the Los Angeles track, simply add emphasis to what the Bicycling World so often has remarked —i. e., the folly of attempting to mix trade and sport—which in the sporting sense are analagous to oil and water—and of making the machine the master of the man.

The Springfield 500 miles race, for instance, was promoted as a race for machines, not for men, and its success depended not on sport but on trade, and it perished—miserably, shall we say? The so-called trade rider class is another embodiment of the same spirit, as is the offering of prizes to teams of riders mounted on machines of particular brands. This sort of thing makes a nonentity of the man. It takes the human element out of the sport or reduces it to a minimum. It makes of the sport a display advertisement of a particular industry, and after the first flare-up it attracts to the box office chiefly those who know the riders personally and those who are interested in the success of the machines involved or who, consciously or unconsciously, have been imbued with the spirit of trade partisanship.

It is a condition of affairs that does not make for enduring sport. It wet-blankets the real sportsmen—the amateur who would compete "for the fun of the thing," for the love of the sport—and it does no lasting good for the professional, who avowedly is "out for the coin" and not ashamed to earn it legitimately and in the open.

Let us have more contests for real amateurs and for real professionals and without the trade label affixed. Let us have more contests between teams representing bona-fide clubs and less for "manufacturers' teams" bearing the names of particular machines. Let us have this sort of sport and its level will be raised and there will be aroused genuine club spirit and club loyalty and rivalry that will reach further and serve more and better purposes than ever will be attained by sport in which the man is all but obscured by the machine he rides and whose skill and courage are made to appear "next to nothing."

While it may appear, as Motorcycle Illustrated asserts, that the lawbreakers of sport manage to keep just ahead of the lawmakers, the fact remains that no law can be broken until it is made. Most of the trouble is due to lack of enforcement of the laws that exist. When no effort is made to seek out and punish offenders, how can any law inspire respect or serve the purpose for which it was intended? The only real sufferer is the sportsman who lives up to the rules. The lack of enforcement robs him of the "fair field and no favor" which is supposed to constitute the chief reason for the existence of all governing bodies. Permitting private owner fakery in the F. A. M. and "imported" shamateurism in the N. C. A. constitute official shame.

The way to stop scorching is to stop it. The New York Motorcycle Club has shown the way. When such wholesale disqualifications become more general and a few chronic offenders are expelled, the wholesomeness of club life everywhere and the respect of the public and of the authorities will be increased.

THE PRODUCTION OF DIAMONDS

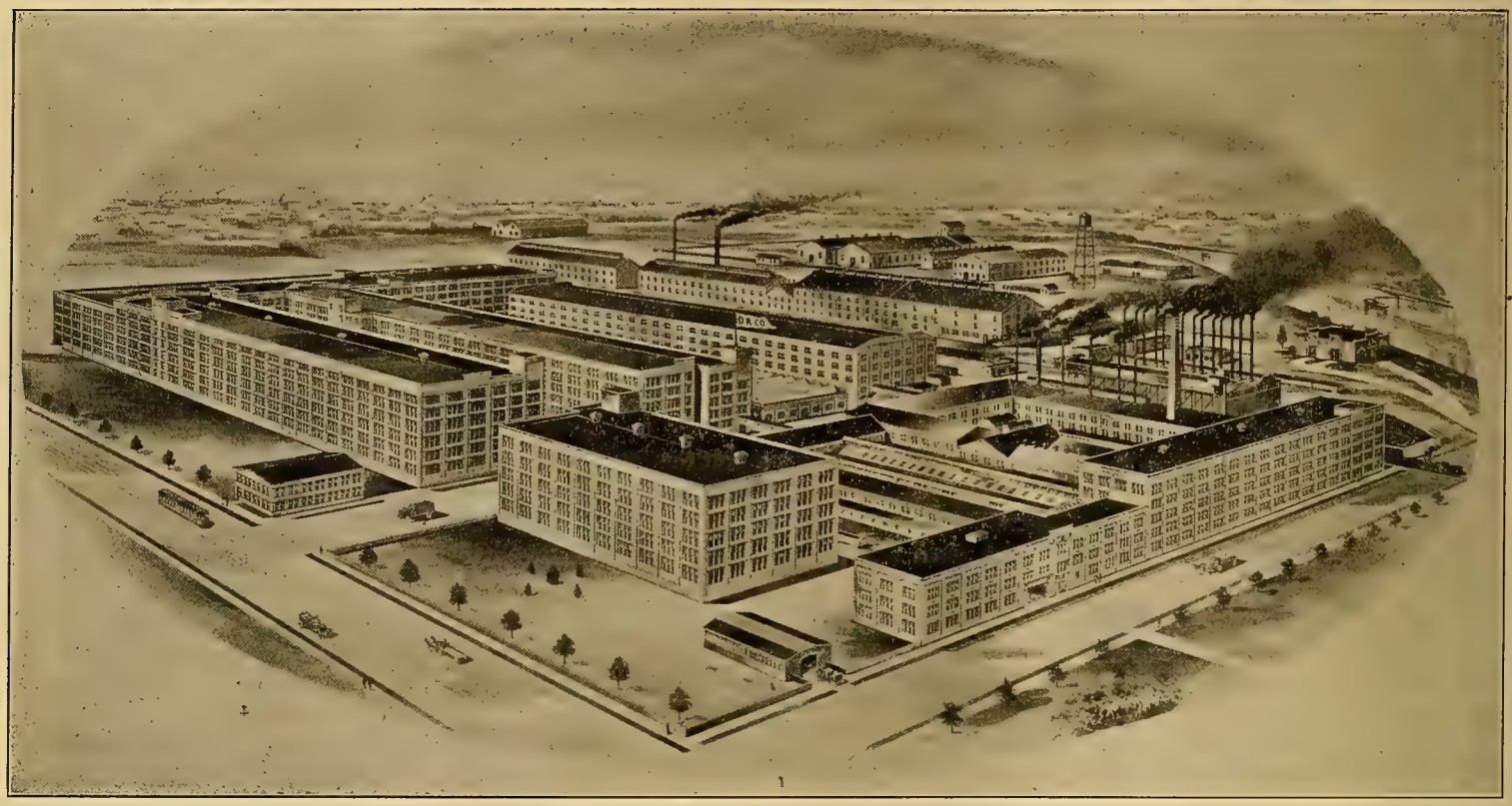
Enormous Plant in Akron Which Daily Turns Out Thousands of Them—How the Business Has Grown.

It is not easy to comprehend the enormous strides which the production of rubber goods in all lines has taken during the past decade, despite the great amount of attention which is being focused on the rubber industry just at present, owing to the fact that the demand for its products threatens to outrun the present supply. At the same time a good illustration and one very much to the point is furnished by the individual experience of some of the big concerns which have become factors to be reckoned with in the business. One of the most remarkable instances of industrial growth in this connection is that of the Diamond Rubber Co., of Akron, Ohio. As compared with the original undertaking, the present plant employs 25 times as many men, 26 times as much floor space, and 15 times as much steam as was required when the concern first entered the field as producers of bicycle tires and other rubber products.

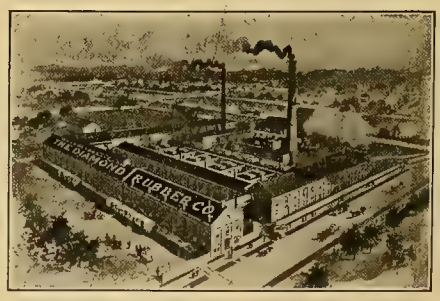
Twelve years ago the company began business with 200 employes, 65,340 square feet of floor space and a boiler capacity of 400 horsepower. At present the payroll numbers no less than 5,000 men; the floor space now occupied amounts to something like 1,700,000 square feet; 6,300 horsepower are required to carry on the various processes, and—the business is growing so fast that the need is felt for more men, more room and more steam.

Oddly enough, since the works became truly great, it has been impossible to secure a good picture of them. Recently, however, one has been secured, and it is here shown, together with one of the original plant, thus affording ocular demonstration of the immensity of the business at present, in contrast to what it was at the outset.

While the Diamond Rubber Co., is a very large producer of automobile tires, it also is turning out some 3,000 bicycle tires every day. In addition, it is producing the new Diamond motorcycle tire, which, though it only has been on the market for a little over a year, has given a good account of itself. Constructed with special reference to the hard work it must withstand, it carries a special and original form of non-skid tread, which not only affords a reliable grip but adds to its puncture resisting and wearing qualities. It is made in the single clincher form.



FACTORY OF THE DIAMOND RUBBER CO. AS IT APPEARS TODAY



THE ORIGINAL DIAMOND FACTORY

DEALER WHO HOLDS SALES RECORD

Californian Who Proportionately Has Sold Most Motorcycles—Why He is Able to Hold the "Record."

C. F. Barritt, Excelsior agent at Riverdale, Cal., probably holds the record for selling efficiency in the motorcycle business. He has disposed of a number of machines equivalent to 72 per cent. of the population of the town in which he is located—a record that will be hard to equal. The record has one or two even more startling features, although he has had the agency only a short time, the sales have been extremely brisk. When he closed with the San Francisco branch of the Excelsior Supply Co., of Chicoga, Ill., he ordered a number of machines amounting to 60 per cent. of the entire number thus far disposed of. Before the lot was exhausted he had placed an order for the remaining 40 per cent. Now he has a requisition in for more. A third remarkable feature in Barritt's case is the population of Riverdale. It totals seven persons. Its business center boasts two establishments, one a general store and the other a blacksmith shop, the former being conducted by Barritt himself. In taking the agency Barritt ordered three Excelsior motorcycles and, these being disposed of almost immediately, he ordered two more. It should be added that, despite its restricted size, not to mention its isolation eleven miles from the nearest railroad station, Riverdale is located in the heart of a prosperous farming community.

TOURISTS TO CROSS CONTINENT

Party of Three, One a Lady, to Make Leisurely Journey—Will Camp Out and Follow Unusual Route.

What in many respects should prove the most interesting cross-continent tour undertaken during recent years will be attempted by a party of Californians—H. D. Johnson, W. T. Carter and Mrs. Carter and possibly another lady, all of Los Angeles. Johnson, who is in poor health, has been contemplating the trip for some time, and, while it was in doubt for a while, he now has made such arrangements as will assure the starting of the party on or about May 15th. The exact date has not yet been fixed.

Johnson himself will ride a 5 horsepower twin Indian, while Mr. and Mrs. Carter will ride a Minneapolis two-speed motor bicycle, the Mrs. playing the part of passenger on a tandem attachment. Both bicycles will be fitted with side cars in which typewriter, camera, camping outfit, etc., will be carried. It is the intention of the tourists to camp out at night whenever opportunity and country permit.

Time is no particular object, and the party will travel leisurely and over some of the wildest and most picturesque country in America and over roads so rough that the side cars, at least, will be put through a severe test.

The tourists will leave Los Angeles about May 15th, as stated, and thence, via the Yosemite Valley, will go to San Francisco, continuing northward to Spokane, and thence eastward, trough the Yellowstone Park, to Bismark, Minneapolis, Chicago, Buffalo and New York, although it is not improbable that they may vary the latter part of their trip by an excursion into the St. Lawrence River country.

Mr. Johnson will supply a photographic story of his tour to the Bicycling World, and that he can write graphically and entertainingly is indicated by his account of his knockabout tour on a bicycle from Kansas to San Francisco, which recently was printed in this publication.

Canadians to Meet at Waterloo.

The annual Dominion championships of Canada will be held at Waterloo on Friday and Saturday, July 1 and 2, the allotment having been made at the annual general meeting of the Canadian Wheelmen's Association, which was held in Toronto last week. The Waterloo Amateur Athletic Association, which will conduct the championship meet, will also have a motorcycle race as a feature. At the meeting Louis Rubenstein, of Montreal, was re-elected president of the Canadian Wheelmen's Association for the ensuing year; G. S. Pearcey again was chosen vice-president, and J. Poole of Toronto will replace H. P. Howson as secretary. G. L. Macakay of Toronto will continue as chairman of the racing board. The chairmen of the various committees are as follows: Membership, R. Falconer, Toronto; rules and regulations, H. B. Howson, Toronto; roads and touring, W. R. McClelland, Toronto; rights and privileges, George Ayling, Montreal.

Stratton and Stevens Share Honors.

A. W. Stratton and Arthur Stevens carried off all the honors at the motorcycle race meet held at Roswell Park, Colorado Springs, Col., by the Colorado Springs Motorcycle Club, Sunday afternoon, April 24th. Stratton captured two events, while Stevens finished first in three races. A. W. Stratton rode an Excelsior in the first event and a Merkel in the others. Stevens was mounted on an Indian, and F. E. Stratton, Jr., had an Excelsior. The summaries:

Five miles for stock machines—Won by A. W. Stratton; second, Arthur Stevens; third, F. E. Stratton, Jr. Time, 7:24⅘.

Ten miles handicap, twins—Won by A. W. Stratton (scratch); second, M. M. Marr (0:25); third, Ted Wilson (0:25). Time, 15:16.

Ten miles for singles—Won by Arthur Stevens; second, F. E. Stratton, Jr.; third, F. E. Manchester. Time, 14:37⅘.

Unlimited pursuit—Won by Arthur Stevens; second, A. W. Stratton; third, M. Marr. Distance and time not stated.

Five miles for stock engines—Won by Arthur Stevens; second, F. E. Stratton, Jr. Time, 7:19⅘.

Wisconsin Redskins Form a Tribe.

Monroe, Wis., has a new and unique club of motorcyclists, called the "Redskins," and as the name indicates, the members are riders of Indian motorcycles. Harry Keegan is the "Big Chief," Nick Durst, Jr., the "Little Chief;" C. A. Carpenter, "Historian;" Jacob Steffin, "Wampum Carrier;" F. T. Odell, "Medicine Man;" Lewis Dodge, "Scout," and Ferdinand Ingold, Jr., "Interpreter." The first "scout" of the Redskins took the braves to Brodhead, and several incidents contributed to the excitement along the trail. Near Juda the Redskins found a mud-hole with apparently no bottom, and a number of steeds were mired in the ooze, and it is related that the Wampum Carrier lost his sun dial at Brodhead and had to part with a string of shells later, when he found that the Big Chief had lifted it from his pocket.

Another Motorcycle Club in Texas.

After considerable preliminary work on the part of Austin Burgess, the Houston (Tex.) Motorcycle Club formally was launched Thursday, 28th ult. The club will become affiliated with the Federation of American Motorcyclists. The officers elected were: President, Arthur McClellan; vice-president, Hugh Graham; secretary, Charles E. Hogans; treasurer, Sylvan Joseph; captain, Austin W. Burgess.

PHILADELPHIA GETS F. A. M. MEET

Springfield Unexpectedly Withdraws Its Application—Antagonistic Trade Feeling Responsible for Its Action.

Philadelphia will be the scene of the next national meet of the Federation of American Motorcyclists. It won in a walk, so to speak, its only rival for the honor—Springfield, Mass.—withdrawing its application at the 11th hour and 59th minute. Syracuse, N. Y., it transpires, never formally filed an application, its communications being rather of an inquiring nature than otherwise. The vote of the executive committee of the F. A. M., therefore, was to decide between Philadelphia and Springfield, and it was in progress early this week, when President Brackett of the Springfield Motorcycle Club withdrew the club's application by a telegram to the president of the national organization. Mr. Brackett's letter of the 3d inst., which followed his telegram and gave the reasons for his club's action, was as follows:

"As you have already been informed by telegraph, the Springfield Motorcycle Club has decided to withdraw its application that the annual meet of the F. A. M. be held in Springfield, Mass. This decision has been reached with reluctance, for it is still believed that the facilities afforded by this city for the holding of a successful meet are unsurpassed by any other city in the East, while the surrounding territory offers unequalled advantages for conducting a most satisfactory and attractive touring competition.

"But we have been forced to realize that a motorcycle meet in Springfield would not receive the recognition and support of the manufacturers of motorcycles, which is so necessary to the success of the occasion.

"While we fully recognize the fact that the F. A. M. is an association of independent riders, we cannot ignore actual conditions, and it is undoubtedly true that without the recognition and support of the trade the F. A. M. annual meet could not, as yet, hope to assume anything like a national character, for many reasons that are most evident to all.

"Our assumption that a meet in Springfield would not receive the deserved support is based on information secured while seeking to make arrangements for the big race meet that has been announced to be held on May 30th. As is well known, the Springfield Motorcycle Club secured the use of the Stadium Track, and announced a race for 500 miles, for the prize of $500, and the original plan was to invite all the prominent manufacturers to send teams to represent them in this contest. It was the biggest race, with the biggest prize ever offered in motorcycle sports, and it has been popularly supposed that at least half a dozen

makers were not only willing, but anxious, to back their machines in such an event, where there was a free field and no favor, with unequalled opportunities for demonstrating both speed and endurance; but in spite of earnest solicitation by letter, no entries could be obtained from this source. The club then sent one of its members personally to interview a number of manufacturers, with the resulting conviction that the sporting spirit was conspicuously absent. In fact, several months of hard work has resulted in but a single entry outside of the club, and the meet has therefore been abandoned.

"If the F. A. M. meet came to this city the speed events would naturally be held on the Stadium track, and under conditions similar to the proposed races on May 30th, and it is evident that if support is lacking in one case it will be in the other as well, and it is therefore felt that it is useless to waste further time and money on an enterprise which has already been condemned by important influence."

Just who or what constitutes the "important influence" is a matter of considerable interest in the speculation. The fact that the Hendee Mfg. Co. is located in Springfield and that principals of the company are supposed to be interested in the Stadium may have something to do with the fact. It is known, at any rate, the president of the F. A. M. himself seemed fearful of the effect of the "Hendee influence," as he termed it, during the course of a talk with the Bicycling World man at the time of the last New York show. That trade feeling also has had something to do with the case is undoubted. In fact, it is understood that Philadelphia's application for the meet was accompanied by the indorsement of a couple of motorcycle manufacturers, presumably as an offset to any strength which the Hendee Mfg. Co., might lend to the Springfield Motorcycle Club. Although he has no vote in the matter, the chairman of the F. A. M. competition committee likewise had been enlisted in Philadelphia's cause, and for some reason made at least two visits to that city during the past three weeks.

Cycle Path Handicap Abandoned.

The famous Coney Island Cycle Path race which has been organized by the Century Road Club of America will not take place on Decoration Day as planned. The organization had been assured that a permit would be forthcoming and thereupon began the work of organization and had secured a number of prizes and entries when the Park Commissioner announced that he would not grant a permit for the use of the paths. As a substitute, however, the club will hold a 50 miles handicap at Valley Stream, N. Y., Sunday, June 19th, in which the leading awards will be two high grade bicycles and which is expected to be such a big event that some of the disappointment caused by the enforced abandonment of the cycle path event will be relieved.

23 SCORCHERS DISQUALIFIED

New York Motorcycle Club Takes Drastic Action Against Offenders in Century Runs—Were 116 Starters.

It is possible that the next time the New York Motorcycle Club holds a century run or a double century the participants will realize that the time limits governing the affair mean exactly what they say. For several years past the club annually has held a combined century and double century run and on each occasion they have been marked by some most unholy scorching. On Sunday last 1st inst., the club held its 1910 function, which attracted the largest number of starters in such an event and also was marked by hotter scorching and more of it than ever before, due largely to the presence of a number of big 7 horsepower twins, whose riders openly announced their intentions of throwing the schedule to the winds for the sake of finishing first.

So reckless were many of the contestants that three of them were arrested for speeding and another had his leg broken and sustained other injuries by colliding with an automobile. The surprise is that the casualties were not greater. After at least two sheriffs along the route had been heard from, the competition committee of the club took vigorous action and disqualified 23 of the offenders and without regard to persons or position.

Two divisions started, the New York aggregation comprising 85 riders and the Brooklyn contingent 31, or 116 in all. From New York 58 elected to try the long run to Southampton, L. I., and return, and 30 survived, while 27 were satisfied to accomplish the century distance to Patchogue and back, and 12 of these achieved their aim. Of the Brooklynites, 10 essayed the 200 miles and 6 finished on time, while 21 entered the single century and 12 came through perfect. Twelve hours were allowed for the double century, with an additional hour for dinner, the New York riders starting from the clubhouse at 6 a. m. and the Brooklyn men from Bedford Rest at the same hour. They were due at Southampton at 12 o'clock, on a 17 miles schedule with 1 hour's leeway, and were due at the finishing points at 6 p. m., with another leeway of 60 minutes. Several arrived at controls hours ahead of their schedules. The short divisions got away at 9 a. m., and were due at Patchogue at noon with an hour's allowance for dinner, and were due to finish at 3 p. m.

Those who were disqualified for disregarding the schedule were the following New Yorkers: A. G. Chapple, Merkel; R. S. Gray, N. S. U.; Fred Voelker, N. S. U.; Arthur Leslie, Excelsior; W. L. Coursen, Indian; A. A. Lane, M. M.; David Molin, N. S. U.; Edward Buffum, Merkel; W. A. McClelland, Indian; William Wood, Indian; L. H. Guterman, Indian; Thomas Rice, Indian; John Siernsen, Excelsior; J. J. Cox, Merkel; H. B. Lyon, Merkel; Charles Ruck, Wagner. The Brooklyn riders who were disciplined were H. J. Wehman, Curtiss; A. B. Pollock, Indian; William Pfleuger, Merkel; J. Frederichs, Merkel; H. B. Senior, M. M.; C. E. Bennettt, Curtiss; Charles Davis, Curtiss.

In addition to the medals—silver for the double century and bronze for the single—which will be awarded to those who finished inside the time limit and complied with the rules, the club trophy, a silver cup offered by Captain Frank Seery of the New York club, to the club other than his own which had the largest number of starters, was won by the Linden Motorcycle Club of Brooklyn, which furnished 17 riders. The Concourse club of New York was a close second with 16, and the other clubs were represented as follows: New Jersey, 13; Harlem, 8, and Long Island, 1. As was to be expected, the New York club delegation was the strongest, 23 riders starting.

Just about 50 per cent. of the starters qualified for medals, 59 in all, of whom 42 belonged to the New York division and 17 to the Brooklyn section, and were the following: New York—Double century: R. T. Wennstroem, 5 Indian; C. E. Fleming, 4 Excelsior; Sam Levin, 5 Indian; J. W. Brewer, 7 Indian; G. A. Ashley, 7 Indian; S. T. Kellogg, 4 Excelsior; A. C. Klages, 3½ Excelsior; Shelton Sturges, 4 Excelsior; M. E. Toepel, 5 Indian; A. Kreuder, 4 M. M.; H. C. Mapp, 5 Indian; F. J. Gregory, 3 N. S. U.; G. C. Kirchoff, 3½ N. S. U.; R. G. Hanna, 4½ Royal; A. H. Bartsch, 6 N. S. U.; C. M. Storm, 3½ Indian; J. F. McLaughlin, 7 Merkel; R. Butler, Jr., 3 R. S.; Frank Hart, 7 R. S.; W. P. Hubschmitt, 5 Indian; J. B. Meinell, 4 M. M.; Charles Hannan, 3½ Yale; P. C. Blanco, 5 Indian; Harold Nichol, 3½ Yale; John Hernadez, 4 R. S.; E. C. Lesser, 7 Indian; H. R. Smith, 5 Indian; R. E. Stuebinger, 5 Indian; V. H. Downes, 5 Indian; C. Klemeyer, 4 M. M.

Single century: Fred Kirk, 5 Indian; C. B. James, 4 Excelsior; M. H. Potter, 4½ Royal; C. H. Prange, 6 N. S. U.; Fred Larsen, 6 Thor; E. Rosen, 6 Thor; R. J. Black, Jr., 5 Indian; L. Restrepo, 3½ Excelsior; R. B. Whitehead, 7 Pierce; R. C. Mather, 7 Merkel; E. McDougall, 3½ Merkel; B. D. Lott, 3 Thor.

Brooklyn—Double century: E. Halsey, 3½ M. M.; L. Halsey, 6 M. M.; A. Rochow, 5 Indian; W. Bendernagle, 5 Indian; C. E. Frazer, 5 Indian; Walter Goerke, 3½ Indian.

Single century: Henry Heyer, 4 M. M.; F. H. Ward, 4 M. M.; J. R. Kellogg, 4 M. M.; F. W. Prassee, 3½ M. M.; Frank A. Fawcett, 6 N. S. U.; H. Muller, 4 Excelsior; J. B. French, 7 Indian; W. Erath, 5 DeDion; John F. Behn, 3½ Merkel; M. G. Finley, 6 N. S. U.; J. U. Constant, 2 R. S.

EASY PICKINGS FOR LAWSON

Match Race a Gift and Kramer's Puncture Adds to His Purse—"Imported" Amateur Also Wins Twice.

Iver Lawson of Salt Lake City, who won the world's professional sprint championship in 1904, gave his many Eastern friends a chance to cheer at the Newark (N. J.) Velodrome Sunday afternoon last, May 1st. Since coming east Lawson has not done as well as was to have been expected, but at the meeting last Sunday his riding was all that could be desired, and he won two races. He won the half mile open from Hehir and defeated Fred West of San Francisco in two straight heats in their match.

In the other professional races Fred Hill triumphed in the unlimited pursuit and Floyd Krebs was awarded the money in the two miles invitation, after Referee Valentine disqualified Peter Drobach for accepting a friendly pull from "Jumbo" Wells. Chris Scheller, one of Managar Chapman's imported amateurs from the Pacific Coast, outshone all the other near and bona-fide amateurs; he won both races. The novice event was accounted for by Edward Goerke of the National Athletic Club of Brooklyn, who showed by his riding that he will take his place in the front ranks before the season is over.

Although it was a foregone conclusion that Lawson would defeat West in the match race a strategic move by West in the second heat made a real race of it. In the first heat Lawson led all the way, and, although West made a mighty kick in the homestretch, Lawson was able to meet the jump and won by a half length. In the second heat West pulled a pretty coup, when he caught Lawson napping with a jump off the bank coming into the bell lap. West opened up a gap of 25 yards before the former world's champion got fairly moving. Lawson made a magnificent ride and gradually closed the gap and passed the San Francisco rider in the homestretch, looking around at him when he crossed the tape.

The field was rather short of stars in the half mile match. Joe Fogler was to have ridden, but sent word at noon that he had been taken suddenly ill and would not be able to show up. Then Frank Kramer punctured in his heat. The final saw Lawson lead all the way in the last lap. Hehir allowed Menus Bedell to get Lawson's wheel and then beat him in the stretch. Charles Stein was fourth and Alfred Halstead, who had just arrived unexpectedly from England, came in fifth.

In the two miles invitation race Drobach remained behind Wells for three laps, and when the latter quit Drobach had no trouble in winning. Referee Valentine considered the evidence sufficient to disqualify Drobach and also to fine Wells $5, which made Floyd Krebs very happy, as he thereby came in for first money. Drobach raised a rumpus over the decision and there came near being a miniature riot until Police Captain Vogel and his men got busy with their sticks.

Fred Hill proved the best sticker in the unlimited pursuit. Accordingly he won, putting out Anderson last. The Dane had just eliminated Walter Bardgett.

In the amateur events Scheller proved that he had plenty of speed, and doubtless will be a strong factor for the "amateur" championship. Without a sprint Phil Wright, the much-touted Salt Lake City rider, is heavily handicapped, as was proved last Sunday. Scheller tagged along behind Wright and then outrode him in the final stretch. The summaries:

One-quarter mile novice—Won by Edward Goerke, National A. C.; second, August Rupple, Newark. Time, 0:32⅖.

One-half mile scratch, professional—Won by Iver Lawson, Salt Lake City; second, Patrick Hehir, Australia; third, Menus Bedell, Newark; fourth, Charles Stein, Brooklyn; fifth, Alfred Halstead, Sacramento, Cal. Time, 1:00.

One-half mile match, professional—First heat won by Iver Lawson, Salt Lake City; second, Fred G. West, San Francisco. Time, 1:42. Second heat and match won by Lawson. Time, 1:32.

One mile handicap, amateur—Won by Chris Scheller, San Francisco (80); second, Martin Ryan, Newark (115); third, Phil Wright, Salt Lake City (scratch). Time, 2:08⅖.

Five miles scratch, amateur—Won by Chris Scheller, San Francisco; second, Phil Wright, Salt Lake City; third, Jacob Magin, N. T. V. W.; fourth, William Coburn, Newark; fifth, Courtney Peer, N. T. V. W. Time, 12:13⅖.

Two miles invitation, professional—Won by Floyd Krebs, Newark; second, Worth L. Mitten, Davenport, Iowa; third, Alfred Halstead, Sacramento, Cal.; fourth, W. Palmer, Australia; fifth, Al Treible. Newark. Time, 5:03⅖.

Unlimited pursuit, professional—Won by Fred Hill, Boston; second, Norman M. Anderson, Denmark; third, Walter A. Bardgett, Buffalo, N. Y.; fourth, Menus Bedell, Newark. Distance, 3 miles 2 laps. Time, 8:02.

Macfarland and Clarke Home Again.

Floyd A. Macfarland and his fast protege, A. J. Clarke, unexpectedly arrived in New York City Tuesday morning last, 3d inst., aboard the Kaiser Wilhelm II. It has been announced that Macfarland and Clarke had signed to ride in Salt Lake City this season, but it was expected they would remain in Paris until just time to reach Utah for the opening meet on May 30th. The two cracks went to Newark, N. J., and announced that they would ride at the Newark Velodrome until time to go west, if sufficient inducements are offered.

KRAMER AND HEHIR IN DEAD HEAT

Rush from Newark to Clifton and Battle There Before Big Crowd—Vanoni Takes Paced Race.

That all the Clifton (N. J.) Stadium needed was a management that would provide interesting racing again was demonstrated on Sunday last, May 1st, when the second meeting drew a crowd of about 6,000 persons. With a most exciting paced race and a match between Champion Frank L. Kramer and Patrick Hehir, the Australian who is being touted as Kramer's successor, there were no dull moments during the running of the program.

After riding at the Newark meet, Kramer and Hehir, with their trainers and bicycles, were transported in the former's automobile to the Clifton track, and they arrived in plenty of time for the heats to be sandwiched in between the heats of the paced race. The first heat was at the mile distance and although Hehir made the pace and showed plenty of speed, Kramer passed him in the finishing straight and won by a length. In the second heat, at one-half mile, Hehir jumped the champion and led into the homestretch. Kramer made a characteristic finish, but both men reached the line at the same time. Hehir appeared to have a shade the better of it, but the judges ruled a dead heat, making a third necessary. In the final heat Kramer made the Australian set the pace by some clever jockeying, and when the latter unwound Kramer jumped 50 yards from the tape and won by half a length.

The feature event and what seemed to please the crowd considerably more than the match race was the motorpaced affair between Elmer L. Collins, Lynn, Mass.; George Wiley, Syracuse, N. Y., and Charles Vanoni, the Italian crack. The men rode three ten mile heats. The first heat developed into a duel between Collins and Vanoni and was settled when the Lynn crack made the Italian lose his pace in the third mile. Vanoni came back with a sprint that Collins couldn't hold, but the latter regained his roller quickly and won by 1½ yards, with Wiley a half lap back of Vanoni.

In the second heat Wiley drew Ruden, his favorite pacemaker, while Collins got Turville again and Vanoni rode back of Schultz. Wiley fought Vanoni off in the third mile and won the heat by two laps, Collins finishing a lap back of Vanoni.

The third heat proved the fastest. Vanoni had Turville as his pacemaker. Collins rode in front however, until the gasolene in Ruden's tank gave out and he was compelled to ride unpaced until Ruden could change to another machine. In the meantime Vanoni "made hay" and the laps he scored enabled him to win the heat, Collins finishing second, four laps to the bad. Wiley was five

laps in the ruck. Although each man won a heat, the point system of scoring gave Vanoni the victory with 11 points. Collins was second with 9 points and Wiley third, his first and two thirds netting him 7 points.

Adam Beyerman of New York City and Fred McCarthy of Toronto, Canada, shared honors in the amateur events. The two-third mile handicap was won by Beyerman, from an allowance of 25 yards, while McCarthy got the prize in the five miles scratch. Earl Adams, the Montclair negro, managed to defeat Beyerman for second place. The summaries:

Two-thirds mile handicap, amateur—Won by Adam Beyerman, New York City (25); second, Werner Beck, Newark (75); third, Ivan Mishka, Passaic, N. J. (20). Time, 1:25⅖.

Ten miles motorpaced, professional—First heat won by Elmer L. Collins, Lynn, Mass.; second, Charles Vanoni, New York City; third, George Wiley, Syracuse, N. Y. Time, 14:29. Second heat won by George Wiley; second, Charles Vanoni; third, Elmer L. Collins. Time, 14:29⅘. Third heat won by Charles Vanoni; second, Elmer L. Collins; third, George Wiley. Time, 14:23. Classification: First, Vanoni, 11 points; second, Collins, 9 points; third, Wiley, 7 points.

Five miles scratch, amateur—Won by Fred McCarthy, Toronto, Can.; second, Earl Adams, Montclair, N. J.; third, Adam Beyerman, New York City; fourth, Michael Journay, Nutley, N. J.; fifth, Werner Beck, Newark. Time, 12:06⅕. Lap prize winner, William Wehner, Harrison, N. J., 15 laps.

Match sprint, professional—First heat (one mile), won by Frank L. Kramer, East Orange, N. J.; second, Patrick Hehir, Australia. Time, 2:53. Second heat (one-half mile—Dead heat. Time, 1:16⅗. Third and final heat won by Kramer. Time, 1:18⅘.

Butler Wins in Paris; Clarke Loses.

One of the closest finishes ever witnessed in a motorpaced event occurred at the winter track, Paris, April 24th, when Nat Butler defeated Seres by a yard in the second heat of a three-cornered paced event. In the first heat Butler's pacing machine went wrong, as did Parent's, and Seres had an easy victory. In the second heat the feature of the race was a battle for 12 miles between Butler and Seres, the American finally managing to pass. The distance of the heat was 24 miles, and in the closing rounds Seres began a long sprint that had the spectators on their feet. Butler accepted the challenge, and the race ended with the American in the lead, but only by a yard. Parent was a lap and one-half behind.

The other feature event was a three-cornered match sprint between Friol, Dupre and Clarke, run in three heats. Friol finished first in all three heats, while Clarke was second every time. The second practically was a dead heat finish, not more than the width of a tire separating the three men.

SPRINGFIELD LOCKS ITS TRACK

Decoration Day Race Meet Abandoned and Gates Will Remain Closed Indefinitely —Ellingham Gives Reasons.

There will be no motorcycle meet in Springfield, Mass., on May 30th, and, perhaps, not for a long time thereafter. The Springfield Motorcycle Club has abandoned the Decoration Day event, which it had planned to make a big affair, and apparently the splendid three lap board track, which was built only last year and on which so many records were shattered, will be closed for an indefinite period. Absence of entries and lack of support generally are the causes which inspired the club's action, and it was the feeling born of this state of affairs that moved the club to withdraw its application for the F. A. M. national meet.

The Springfield organization's feelings in the matter are disclosed by the following letter from R. W. Ellingham, chairman of the race committee, to the Bicycling World:

"We want to thank you for the support that you have given our Diamond Trophy Race Meet on Decoration Day, and we may say that this is really the only support that we have had for this meet. We have spent over $150 in trying to get entries for this 500 miles race alone; knowing fully well that the short races would take care of themselves; but up to the present time of writing this letter we have secured only one entry, which really is only a half of an entry—that of Mr. A. G. Chappel on a Merkel.

"We sent Mr. Kothe as a special representative to call on the makers and agents around New York, New Jersey and Pennsylvania, and he could not get any encouragement in the way of sending up men for the race.

"The idea of the race originated with the writer, and he thought that the conditions of entry, which only allowed two of any one make of machine to enter, which gave a sufficient guarantee to the makers so they would send men to compete in this event. We would have been glad to run this meet, if we could have got six men, or three teams in all, to start.

"The reason why we cannot say, but we all can draw our conclusions, which is that they must be afraid of being beaten by the Indian; so, under the circumstances, we are not going to hold any race meet on Decoration Day or any other day until we are assured there will be some competition.

"The track was run last year for about four meets, and only one professional rider was seen on any other make of wheel than the Indian. No trade rider or amateur rider was seen on any other make than the Indian. So, in fairness to the public of Springfield, we do not want to give them a repretition of last year's racing. We have decided, as we have said before, not to hold this race meet or any other."

New Century Team Again Wins Trophy.

The third annual race for the Pierce trophy was decided on the San Leandro triangle by the Associated Cycling Clubs of California on Sunday last, 1st inst., and a second leg on the cup was scored by the New Century Wheelmen of San Francisco. The cup must be won three times to become the permanent possession of any club. The Golden City Wheelmen have scored one victory.

Because of the action of the San Leandro authorities in forbidding racing through the town, the distance of last Sunday's race had to be shortened from 100 miles to 83 1-3 miles. Each club was represented by ten riders, each man riding 8 1-3 miles.

The total time for the 83 1-3 miles by the New Century team was 4 hours 4 minutes 14⅕ seconds. W. Bryant of the Garden City Wheelmen made the fastest time of the day in the final relay, his time for 8 1-3 miles being 21:42⅕. The Garden City Wheelmen finished second in 4:05:01, the College City Wheelmen were third in 4:06:19⅗, the Golden City Wheelmen fourth in 4:06:28, the Oakland Wheelmen fifth in 4:06:32, and the Bay City Wheelmen last in 4:10:45.

Buffalo Winds up Indoor Season.

The indoor season of bicycle racing came to an end at Buffalo, N. Y., Saturday night, April 23d, when the 74th Regiment A. A. held its closing set of games, at which, as usual, the bicycle races played the most conspicuous part. The two mile lap race was the feature of the evening. The final heat was won by Joseph Scheider, who had an easy time of it after Tony Burk fell and spilled John Tanner and Fred Schudt. In the second heat of the mile handicap Fred Schudt, the scratch man, broke the armory record, covering the mile in 2:12 1-5, or two-fifths of a second better than his former record. The final was won by Leo Breitwieser, from an allowance of 90 yards. The summaries:

Two miles lap—Won by Joseph Scheider, 67 points; seconds, Edward Arenz, 45 points. Time, 4:39. Burke, Tanner and Schudt fell.

One mile handicap—Won by Leo Breitwieser (90); second, A. Golph (125); third, Joseph Scheider (scratch); fourth, Fred Schudt (scratch). Time, 2:07 4-5.

Chicago's Two Days' Motorcycle Meet.

Entry blanks have been issued for the recently incorporated North Shore Motorcycling Club's two days' race meet, to be held at the Hawthorne mile dirt track, Chicago, Ill., Sunday and Monday, May 29 and 30, announcement of which meet already has been made in the Bicycling World. Workmen already are engaged in putting the track in shape, and it is expected that a notable meet will result. The program is a most comprehensive one, with ten events each day, with a sufficient number for private owners and stock machines to suit all.

IMPROVING THE DIRT HIGHWAYS

Remarkable Progress that is Being Made—Part Played by King Drag and the Trifling Cost Involved.

While some people never knew it, and many more may have forgotten it, the bicycle was the first real road improver. It gave mankind a personal "taste" of what the horse had endured for centuries, and this experience crystalized into the road improvement crusade inaugurated by the cyclists of twenty odd years ago and which was prosecuted with increasing vigor until the country was compelled to sit up and take notice. Other interests were enlisted and as a result thousands of miles of road have been graveled, long stretches of macadam have been rolled into close packed uniformity, and hundreds of thousands of dollars have been outlaid and each year are being outlaid in smoothing the way for the traveler on the open road.

But the common dirt road still remains the most prevalent form of highway. Statisticians have computed the total distance covered by so-called unimproved highways to be something like 2,000,000 miles; they explain that it represents about 92 per cent of the total mileage of highway which is owned and maintained by and for the people of the United States.

The actual condition of these roads, of course, varies exceedingly. The nature of the soil, climatic conditions, the temperament and relative wealth of the various communities, all are factors which govern the state of the roads in different localities. But since it is impossible to conceive of the possibility of reclaiming all of the unimproved roads this year, or the next, or even within the span of many years to come, it is evident that no more important purpose could be achieved in connection with good roads work than that of showing the way to a direct and simple means of improving the common road itself.

Such an achievement has been accomplished in the introduction of a simple implement, which is closely akin to the farmer's harrow, save that it is toothless. It is called the King Split-Log Drag, and during the past few years its value has been so thoroughly established that its use is being taught everywhere that it is found possible to interest people in the subject of roads and their maintenance. Good roads associations, granges and other societies interested in the cause are earnestly seeking to increase its use by local supervisors; and the United States government, through the Office of Public Roads, which is maintained by the Department of Agriculture, is furthering the work by issuing bulletins and instructing local supervisors in the use of the drag. Most remarkable of all, the immense amount of effort which already has been expended is bearing fruit, and many a cyclist touring over the little-known highways of the back counties in states East, North, South and West, has cause to be thankful for a very good road to ride upon, even though it be of the sort which is classed as unimproved. His gratitude should be extended to D. Ward King, an expert in government employ, for it was he who invented the drag which bears his name. But it should also carry to the many earnest workers who have helped to introduce it and teach its use throughout the country.

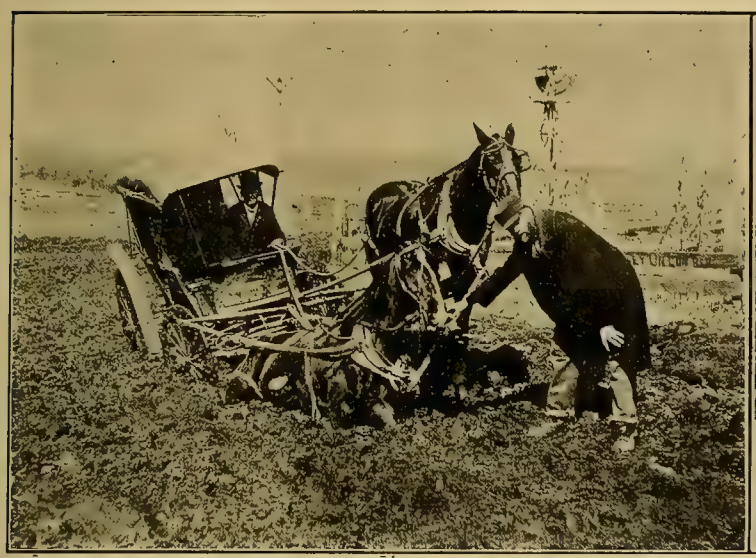
Really it is the passing traffic which plays the most important part in the work of improvement. The drag merely gathers up the loose surface material and leaves it properly and uniformly arranged in a good, even grade. Thereafter, the wheels of wagons and carriages and the hoofs of horses and cattle beat it down into a firm, compact mass, which exhibits astonishing powers of resisting the elements of nature and the abuse of man.

The benefits which may be derived from well regulated use of the drag are briefly summarized as follows: First, the maintenance of a smooth, serviceable earth road, free from ruts and mudholes; second, obtaining such a road surface with the expenditure of very little money and labor in comparison with the money and labor required for other methods; and, third, the reduction of mud in wet weather and dust in dry weather. This, the use of the King drag is daily accomplishing in many different parts of the country, and in degree depending largely upon the amount of traffic passing over the roads. For it is plain to see that since the important part of the process is the rolling in and compacting of the loose earth which the drag gathers up, much depends upon the amount of use which the road is given in connection with the dragging process.

The construction of the implement is just about as simple as its use. A log of dry red cedar, red elm, walnut, or any of a number of other suitable woods, some 10 or 12 inches in diameter and 7 or 8 feet long, is selected for the purpose and split into halves. The two halves are laid on edge, with the riven sides facing the same way, but with the end of one projecting beyond the other by about 16 inches. The two are then fastened together by means of three stakes, which are driven into holes bored in the logs and which serve to hold them two feet and a half apart. A diagonal brace is inserted at one end to stiffen the structure, while on the forward log a three and a half foot length of strap iron or steel is fastened at the end, which is to work next the gutter when the drag is in service. Save for a length of trace chain, one end of which is attached to each extremity of the front log, this completes the affair.

In use, the team is hooked to the drag in such a way that it will lie at an angle to the road and so that the loose earth which it scrapes from the surface will be carried inward toward the center. Judgment and skill are required to determine the precise angle and the amount of load which is required for any given sort of surface. At times the weight of the operator is sufficient, while at others it is necessary to pile on stone in order to cut into the hardened top layer.

Success in its use depends upon the amount of intelligence with which it is employed. The operator regulates the length of the draught



MUDHOLE IN TYPICAL UNKEPT DIRT ROAD



MODEL DIRT ROAD MADE BY KING DRAG

chain by the amount of earth which it is desired to remove. With a short chain, the tendency is for the front log to be lifted slightly, thus reducing the amount of cutting; with a long chain, on the other hand, the drag tends to cut in more deeply. In the main, however, the driver is able to control the action of the implement merely by shifting his weight about as he steps from point to point. In this way he is able to cut down the tops of ridges, fill in holes, cover up ruts



THE KING SLPIT-LOG DRAG IN SERVICE

and all the time to increase the crown of the road, thus shaping it to proper form.

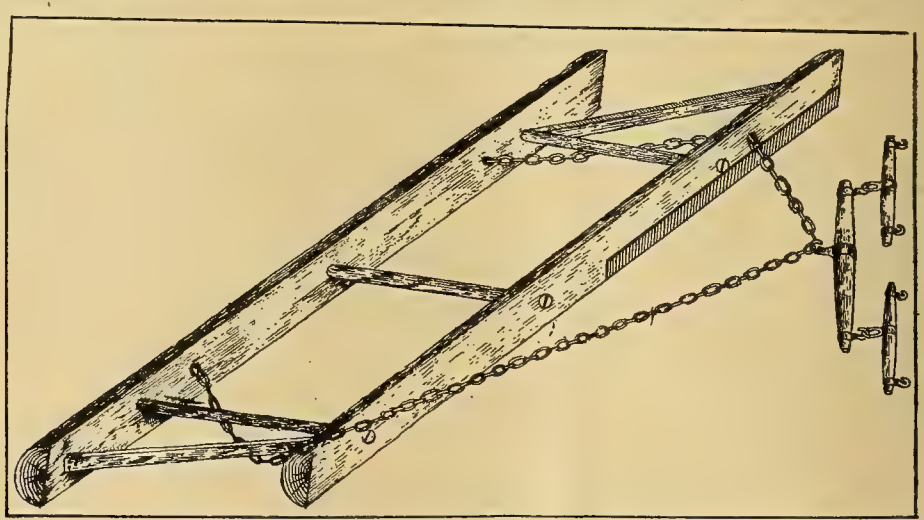
But always it is the passing traffic which is depended upon to complete the work; without it the dragging would accomplish practically nothing, as it does nothing toward compacting the material, but merely gathers it up into proper shape. The science of the thing is to get the road uniformly graded and crowned, and then to keep it so until it becomes perfectly hard. Once the surface has been packed down suitably it ceases to absorb moisture, its crown enabling it to shed water like a roof. Preventing water from soaking into the earth prevents the formation of dust and mud and tends to preserve the surface indefinitely.

The accompanying pictures afford a good idea of the appearance of the drag and the way in which it is employed, as well as furnishing a "before and after taking' effect in the two illustrations which show an absolutely uncultivated stretch of so-called highway, and another which looks very much like macadam, but which actually is nothing more or less than a plain dirt road which has been dragged persistently and intelligently until it has been reduced to proper shape and hardness. In the picture showing the finished road the amount of crown is indicated by the relative position of the three hats which have been placed on the surface for that purpose, and also by the position of the four carriages.

It might be supposed that it would be extremely difficult to determine the cost of unimproved roads—indeed the impression of the average city dweller is that they cost absolutely nothing, but are allowed to grow, like the weeds which encroach upon their borders. Those who have lived in the country, however, know that certain work is done upon them at intervals, usually when agricultural duties are not pressing, and that labor expended in efforts to improve the roads is a favorite method of "working out" the highway tax which is levied in many communities.

Through the records of tax collectors, assessors and road supervisors, then, it has been possible to compile accurate figures as to what it costs to maintain that sort of thoroughfare which is classed as unimproved, and which in so many parts of the country is supposed to be a costless as well as disgraceful institution. These figures show that by the old-fashioned methods an average of $42.50 per mile is expended in highway upkeep. In some sections it runs to $50 and more, in others it is much lower, depending on various circumstances.

In the face of these figures the cost of using the split-log drag is amazingly small. It must be remembered that under proper conditions the draging constitutes practically all the work that is required in forming and preserving an excellent road. Such being the case, it is surprising to learn that a betteer road than that which can be produced for a little over $40 a mile by the older methods can be maintained with the aid of the drag at an expense of less than $5 per mile. Yet such is the case. In some instances it is much lower than that. On one stretch of Maine highway the costs reported by the local commissioner several years ago ranged from $6 down to only $1.50 per mile. The average for 5½ miles was an even $3.



SHOWING GENERAL CONSTRUCTION OF THE KING DRAG

Race in Which Riders Must Dismount.

Unless all signs fail, the 50 miles road race at Valley Stream, Sunday morning, May 15th, for Italian riders only, will be one of the most interesting and at the same time picturesque contests held on the Merrick road in some time. To date more than 50 riders have entered, and to attempt to pronounce their names would give any one but an Italian vowel-vocalitis. Despite the fact that the event is restricted to Italian riders, it will be none the less interesting on that account, as some European features are to be introduced. The race will be for 50 miles, all the riders starting from scratch. They will go out 12½ miles and back, and as there is a special prize to the leader at 25 miles a sprint at the half-way point is assured. Each rider must dismount at 25 miles and sign the control sheet, remounting unaided, and finish the remaining 25 miles. The race has been sanctioned by the National Cycling Association, and the awards offered by the promoters consist of gold, silver and bronze medals for the first 15 finishers, a gold watch to the winner at 25 miles, a gold watch to the first rider to finish on a certain make bicycle, a saddle to the first finisher of the Melli Wheelmen, a gold medal to the first Jamaica rider at the finish, a silver cup to the first member of the Unione Sportiva Italiana. The rector of an Italian church has donated a gold medal to the youngest rider to cross the tape.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

QUAKER VETERANS MEET AND EAT

Also Are Entertained by Vaudeville and Speechmaking—"Tom" Hare Re-Elected President of Association.

The Veteran Wheelmen's Association, which was formed in 1908 to foster the spirit and preserve the associations formed durin the old cycling days in Philadelphia, Pa., held its second annual meeting and reunion in the Quaker City, Friday night, April 29. The meeting was well attended, 155 members and invited guests taking part in the festivities at the Century Motor Club—formerly the Century Wheelmen—the privileges of the spacious clubhouse having been extended for the occasion.

A vaudeville program of 12 "headliners" was rendered in the auditorium, and after this mental cocktail the guests felt equal to the task of tackling the feast that had been prepared in the dining room.

The "liqueur" took the form of some very interesting speeches by some of the leading figures in Philadelphia's cycling affairs a decade ago. Nearly all the speakers expressed their continued interest in the sport; in fact, nearly everyone said he still rides a bicycle. Among the speakers were O. S. Bunnell, Thomas Hare and Jerry Diehl.

In the choosing of officers for the ensuing year Thomas Hare was re-elected president and C. A. Dimon vice-president. Samuel C. Eaton succeeds Joseph Estocolet as secretary and Walter Gilbert is the new treasurer. The executive board will consist of M. J. Costa, A. H. Allen and H. T. Uhler. The matter of the annual bicycle run was left to the decision of the executive board.

Of the old clubs that formerly composed the Associated Cycling Clubs of Philadelphia, the following were represented: Park Avenue, Century, Quaker City, Time, South End, Tioga, and Keystone Wheelmen, the Pennsylvania Bicycle Club and the Turner Cyclers. The membership of the veteran association is restricted to the former members of the Associated Cycling Clubs of Philadelphia, to members of the L. A. W. who date back to 1898, and to anyone notable in Philadelphia cycledom.

Temple Beats Field of Seventy-Five.

One of the sort of finishes that rarely is witnessed in road racing occurred in the 10 miles open handicap race promoted by the Long Island Division, Century Road Club Association, on Long Island, Sunday afternoon, April 24th, when H. Temple, a member of the promoting organization, nosed out R. G. Westervelt, a club mate, at the tape. The race, by the way, ushered in the road racing season in the metropolitan district. Temple rode a good race and deserved the prize. He left his division at the start and overhauled the long-markers, remaining with them until the finish. About a quarter of a mile from the finish Westervelt began his sprint, and for a time it appeared he would win, but in the last few yards Temple jumped and reached the tape first by six inches. R. Jones, also a member of the Association, finished a length behind Temple and Westervelt.

The crowd had hardly settled back to wait for the others when a big bunch of riders appeared down the road. W. Pettit showed a surprising sprint and led across the line, with Charles Smith and Arthur E. Rhodes at his heels. H. Rovere and John Giolito were 7th and 8th, and Wm. Rhodes, a son of Arthur E. Rhodes was 9th.

The time prize was won by Franklin Fisher, of the Empire City Wheelmen, who covered the course in 29 minutes 23 seconds. Seventy-five riders started but because of the sandy roads and high winds many were compelled to drop out before the finish. The credit of the successful race was due to Emil Greenbaum and Fred C. Graf, Jr. The first 20 finishers were:

Pos.		Hcap.	Time.
1	H. Temple	2:45	30:41
2	R. G. Westervelt	3:00	30:56
3	R. Jones	3:00	31:25
4	W. Pettit	1:45	30:10
5	Charles Smith	1:45	30:10⅗
6	A. E. Rhodes	2:15	30:40
7	H. Rovere	2:45	31:11
8	J. Giolito	1:45	30:14⅖
9	William Rhodes	2:45	31:14
10	H. Pettit	3:00	31:34
11	E. Van Aunveres	3:00	31:34⅖
12	I. Higgins	2:15	31:10
13	Thos. Kennedy	2:15	31:11
14	H. Blanda	2:45	31:49
15	A. Schwalbach	1:45	30:49
16	J. Seaman	2:45	31:49⅖
17	T. Hackart	3:00	32:04
18	Geo. Grundig	3:00	32:04⅖
19	Franklin Fischer	Scratch	29:23
20	Joseph Schuster	Scratch	29:24

Robert J. Walthour won the 80 kilometer paced race at Dresden, Germany, April 10th. His time was 1 hour 13 minutes 6 seconds, and he defeated Luycken, Demke, Ryser and Roesenloecher easily, and in the order named.

Morgan & Wright Motorcycle Tires

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

MORGAN & WRIGHT
DETROIT

BICYCLE THIEF KILLED BY COP

Brooklyn Policeman Who Did the Shooting Held for Manslaughter—His Arrest Involves Important Principle.

Whether a policeman in Greater New York City has a right to shoot an escaping thief is a question that will be passed on by a Kings County grand jury. Policeman Robert Ferris, of the Gates avenue station, Brooklyn, N. Y., shot a bicycle thief in that borough Tuesday last, May 3d, and as the thief died later in the hospital, Ferris has been held under $3,000 bail to await the action of the grand jury. The question involved is an important one.

So many bicycles have been reported stolen this spring that Acting Captain George E. Harrington of the Gates avenue station detailed Policeman Ferris and Detective Gleason to watch for the culprits. The two policemen laid a plant by setting a bicycle against a curb and secreting themselves nearby. Presently three men came along, and after a consultation two of them went to the other end of the block and started to fight, in order to attract attention in their direction, while the third member of the party mounted the bicycle, and made off with it.

Ferris commanded the man on the bicycle to stop, and when he saw that the thief would escape he drew his revolver and fired in the air. The thief only redoubled his efforts to escape and Ferris fired two more shots. In the meantime the thief had fallen from the bicycle and was hot-footing it up the street when Ferris fired a fourth time. The man fell with a bullet in his back, and later he died in St. Joseph's Hospital. At the hospital he gave as his name Morris Brownfield, and said that he lived at 78 Cannon street, Manhattan. He was a Russian, 19 years of age.

Some mawkish sentimentalists raised such a fuss that Ferris was arrested on a charge of homicide after Brownfield died, and the policeman was arraigned before Magistrate Harris, in the Gates avenue court, Wednesday afternoon. The charge was changed to manslaughter, which permitted Ferris's release under bail. Ferris is 25 years old and has been on the police force four years. During that time his record has been good, and he is said to be well liked by his superiors. If the case goes against the officer the police department will be rendered wellnigh powerless.

Newland First in Indoor Handicap.

John Newland, from the 90 yards mark, won the 1½ miles bicycle race at the 65th Regiment armory, Buffalo, N. Y., Friday night, April 29th. E. C. Arenz, from scratch, was second; E. P. Young, 40 yards, third, and Edward Dethloff, 50 yards, fourth. The time was 3:36⅘.

HOW A PASTOR USES MOTORCYCLE

Goes to Church and Weddings on It and Even Rounds up Drunks—His Enthusiastic Opinions.

The only clergyman in Toronto who rides a motorcycle is Rev. J. D. Morrow, who is described as "a tall, broad-shouldered, long and curly haired, big-hearted man, who makes motorcycling as much a part of his life and work as his three meals a day." He believes in it and enjoys it.

Years ago—no so many either, for he is still young—Mr. Morrow, a student of the University of Toronto, did a quarter mile in 49⅗ seconds, which performance still stands as the Canadian record. Just now he is using up some of his tremendous vitality in collecting money for an $80,000 church, a downtown church, "The Church of the Strangers."

But Mr. Morrow's parish is not limited to the neighborhood of his church. Almost daily he is at the police court to help the unfortunates in the dock. His red Indian is a familiar sight in the "Ward," where the poorest children crowd about it and its kind-hearted rider. Often on his work of mercy he catches the ear of a policeman. He draws out his book, recognizes the rider and consigns the book again to his pocket.

"I use my cycle entirely in the work of pastoral visitation," said Mr. Morrow in the course of a recent interview. "I find I can visit three or four times as many persons and it doesn't matter where they live. I do not claim that I always keep within the speed limit, but when I am perhaps breaking the law I am accomplishing more than people have any idea of. In many cases of sickness and accident I have answered calls more quickly than with any other vehicle. I remember one time I was called in to see a little child; its lips were becoming black, its eyes upturned; very little had been done for it. I jumped on my cycle and raced for my home, over a mile away, and returned with some medicine which had been prescribed for my son. The child is living to-day."

Even on Sunday, Mr. Morrow uses his motorcycle to take him to his church, as he lives a considerable distance from it. The visiting he looks forward to, where ordinarily the getting from one place to another would make it irksome.

"Some say it is a very selfish kind of a machine," continued Mr. Morrow. "But in the ministry people do not wish to see a man's wife when he is visiting. If I had a motor car for my visiting I would feel in duty bound whenever I met an aged women, to give her a lift and carry her to her destination. It would be nice, but a minister's time is valuable, and under the present conditions I can do three times as much work as in any other way.

"Sometimes I hear of a man who has gone on a tear and I start off on a search of the hotels. On my motorcycle I have visited as many as twelve in an hour and nailed my man in the end. The hotel men do not interfere. They know I am working for the man's highest good and treat me kindly. I simply go after my man and do not interfere with anything else."

Mr. Morrow has found that his motorcycle does not cost one-quarter as much to run as he used to expend in carfare.

"Besides the time I would lose in going from one part of the city to the other I could never make up. The motorcycle gives you a chance to make time. If you fall behind through rainy days, you can double up on sunshiny days. You could not if you had to take street cars.

"Perhaps the only difficulty I find is the fact that I cannot keep my linen and my face as clean as I could like owing to the dust on the roads. But my people understand, and, like everything else, you get used to it. I have had my machine for about eight months, and in six of these I rode over 3,000 miles. I had ridden 2,700 miles before I had my first puncture. The tires on my machine now are the ones with which I started. During the months of January and February I sometimes took a spin but my machine was usually indoors."

Mr. Morrow believes that a man should take some other exercise when he is riding as steadily as he does on his motor. He prefers gymnasium work, and in his new church this will be a simple matter, as it will be for his young men. The body gets cramped on the machine, and a light exercise he is fond of is to move backward and forward. In the morning he usually swings clubs.

The question of clothes does not worry him. He usually wears black. Often his frock coat goes on first and is caught up and pinned to his lapels and a short outer coat protects and covers it. He often goes to weddings on his motorcycle, and on one occasion had two weddings in one night, a mile and a quarter apart. Both couples were married inside of one hour and ten minutes!

When asked what his fellow clergymen thought of his use of a motorcycle, Mr. Morrow replied:

"They generally think it is not dignified enough; that I make too much noise. I notice a good many of them are going around trying to patch up their dignity. A man is out for work and he can let his dignity take care of itself. With my motorcycle I don't want an assistant. It gives me a chance to get out and see my people. I can visit fifteen families in a single afternoon and keep a record of them all. With my machine I never want many holidays. My work becomes a holiday I have so much joy in the use of my wheel. I believe I could even get up sermons on it. Many ministers, however, would not be able to ride it; they would be required to think too quickly."

BICYCLES HELP WAR ON PLAGUE

How They Are Employed in Denver's Campaign Against Tuberculosis—"Flying Squadron's" Effective Work.

Since Dr. Koch, the celebrated German scientist discovered that tuberculosis is a germ disease, many cities and communities have made effective campaigns against the ravages of the dread disease, which has been termed the "great white plague." From the fact that Colorado, because of its high altitude and dry climate, is generally recognized as a beneficial location for consumptives, the campaign of the State Association for the Prevention and Cure of Tuberculosis has been rendered more or less difficult.

On Sunday, April 24th, the association began an earnest warfare against the disease, and in 339 Colorado pulpits special sermons were preached by pastors and lectures were delivered by prominent physicians on the ways and means of preventing and controlling the disease. In the city of Denver a flying squadron of bicyclists assisted materially in the movement.

The first bomb in the campaign was fired by this "flying squadron," composed of 12 boys on bicycles. They started out in the morning from the headquarters of the association, each courier armed with a bundle of literature relative to the subject. First they visited all the churches in the city, 126 in number, and left tracts to be distributed to the congregations.

After supplying all the churches with tracts, the bicyclists were dispatched to various sections of the city and distributed "Do and Don't " leaflets to every person they met. The leaflets contained the following sound precepts:

Things to Do—

See your doctor if you have a persistent cough.

Get all the fresh air possible, both day and night.

Eat plenty of good, substantial, wholesome food.

Take time to rest.

Avoid dust in the home or on the street.

DON'T—

Discuss your disease or your symptoms with anyone but your physician.

Sleep in a closed room.

Drink intoxicants, unless by physician's advice.

Use common drinking cup used by others.

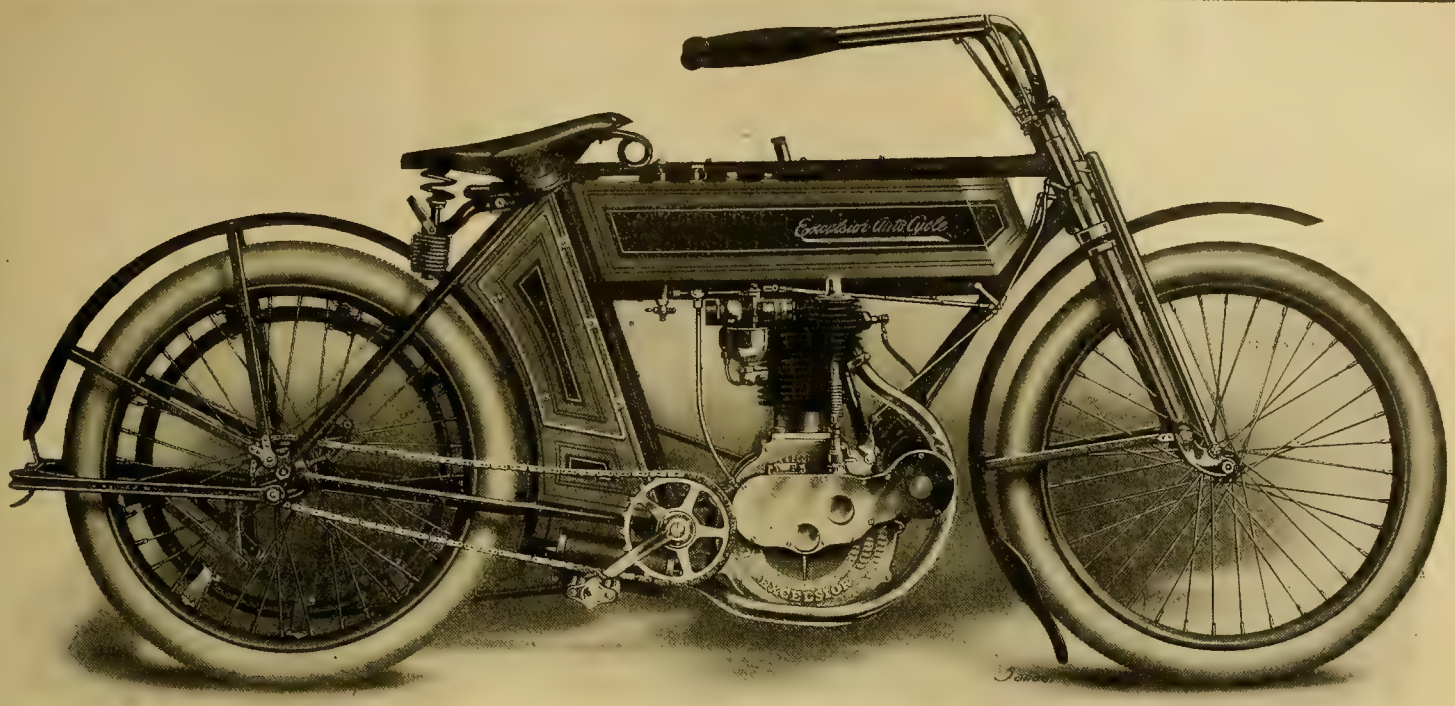
Waste time, money and life on patent medicines.

Overeat.

Spit on streets, sidewalks, in street cars or wherever the sputum will dry and be wafted through the air.

Above all, don't give up. The disease is easily cured if proper precautions are taken in the beginning.

The work accomplished by the "flying squadron" was so effective and far reaching that the bicyclists will continue to assist in the good work.



THERE ARE WAYS OF WINNING

When big road contests are held, we do not especially prepare and equip one machine for that event, but the steady, consistent service of all

EXCELSIOR AUTO-CYCLES

leads enthusiastic owners to enter in numbers confident of results. In the New York Motorcycle Club's Single and Double Century Run, on May 1st, six Excelsiors started in the 200-mile class, three Excelsiors started in the 100-mile class. All finished with Perfect Scores. At the same time, Stanley T. Kellogg and Shelton Sturges rode 330 miles in 12½ hours without an adjustment or repair of any kind.

Thus does the 1910

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maintain its reputation as

THE ONE THAT ALWAYS MAKES GOOD

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From The Four Winds

"Enclosed find check for another year's subscription for the Bicycling World." I find the paper a necessity."—E. J. O'Neill, Bridgeport, Conn.

Fred Jones of Passaic, N. J., and George Wiley of Syracuse, N. Y., are working this week! They are doing a home trainer stunt at the Paterson Opera House.

The New Jersey Motorcycle Club, of Newark, will hold an open race meet at the half mile track, Ryle Park, Paterson, N. J., tomorrow (Sunday) afternoon. Eight events are on the program.

Bicycle thieves were unusually active in Hartford, Conn., last week, six thefts being reported to the police in two days. Only one culprit was apprehended, one Angelo Vilo, who was fined $1 and sent to jail for 30 days.

Sidewalk riding in Fort Wayne, Ind., will not be popular if the police continue the crusade that has started. In one day last week seven boys were arrested and fined $1 and costs, the latter amounting to $5 in each case.

The Crescent Bicycle Club of Baltimore, Md., will hold its fifth annual shell road handicap road race on Sunday afternoon, May 15th. The distance will be 12 miles, with a handicap limit of 8 minutes, and 16 place and 2 time prizes are offered.

The Lincoln (Neb.) Motorcycle Club has organized with the following officers: President, R. S. Brewster; vice-president, L. D. Walthers; secretary, J. Tuohey; treasurer, W. E. Gamble; press agent, H. Bowman. The club's colors are French gray and purple.

At a London police court last week the victim of a bicycle theft case was asked to point out the man who stole his bicycle. To the surprise of the court habitues, he pointed to the foreman of the jury. Needless to add, he hastily amended his statement.

The Scottish Cyclist states that it is the habit with German cyclists to greet one another when on the road with "All Heil!" It facetiously remarks that "the exclamation somewhat resembles the one used in these isles by bicyclists when being passed by motor cars on dusty roads."

The first motorcycle to be used by the city government of Cleveland, Ohio, since that municipality decided to discard automobiles, went into service last week. C. L. Arnold of the street repair department was the fortunate assignee; the machine is a single cylinder Harley-Davidson.

As the result of a collision with an automobile in Manasquan, N. J., last Sunday, May 1st, Taylor Sherman, a 65 years old bicyclist, died the following day in the Spring Lake Memorial Hospital. Walter Voorhees, the driver of the car, was held pending the coroner's investigation.

A Coventry bicyclist, who rode to church, actually carried his machine into the sacred edifice for safety. A thief, who evidently was on the watch, followed him in, and as soon as the congregation's heads were bowed in prayer, walked off with the bicycle, and has not been heard of since.

Three motorcycle events are included in the program for the Yale University Automobile Club's annual hill climbing contest at Shingle hill, near New Haven, Conn., Tuesday, June 7th. The events are for machines under 30½ cubic inches, under 61 cubic inches, and open to both classes.

Atlanta (Ga.) police are looking for several young men who nearly killed a negro boy on a motorcycle in that city last week. They were in an automobile and on the wrong side of the street when the car struck William Eason's motorcycle. While the negro lay unconscious the men in the automobile put on high speed and escaped.

Copenhagen Denmark, has the doubtful distinction of being one of the most prolific thieving centers in Europe. During the last year the thefts of bicycles amounted to 2,800—almost eight machines a day. In the first three months of this year the thieves stole 400 bicycles, which is a fair record, considering the season is just about beginning.

The Western Michigan Cycle Club of Grand Rapids, Mich., and the Y. M. C. A. of that city will combine forces and hold a big joint athletic and bicycle race meet at Comstock Park on May 30th. More than $150 in prizes are offered in the bicycle events, which are: Five miles open handicap, 1 mile open handicap, miss-and-out open and 1 mile novice.

Another example of the danger of coasting down a steep hill without proper brakes was recorded in Hartford, Conn., Saturday night last, 1st inst., Silico Piazzis, 28 years old, attempted to coast down a hill. when his bicycle got away from him and collided with a pedestrian. The rider was thrown, sustaining a fractured skull, and he died on the way to the hospital.

Charles A. Sherwood, the former amateur track champion, and who was one of the best road cracks in America before turning professional, doubtless will be surprised to learn from an English publication that in one year he won 27 pianos. If there ever were 27 pianos offered as prizes in bicycle races in one year in America it was before Sherwood attained the dignity of trousers.

In the arrest of George Bradley, twenty-seven years old, with no home, the police of Detroit, Mich., think they have the person connected with a majority of the bicycle thefts in that city this spring. Bradley confessed to stealing 12 bicycles, of which number the police recovered 8 from a second-hand store at 230 Winder street. The police say Bradley has stolen at least 50 bicycles.

Shades of Lucretia Borgia! Tillie Anderson, who used to get her name in the prints through bicycle racing years ago, has announced her return to the sport, according to advices from Los Angeles. As women still are barred from sanctioned competition, it is presumed that Tillie Anderson will do her racing upon a stage or at county fairs; and, that her press agent is earning his salary.

Two motorcycle clubs "took out their papers last week, without capital stock in each instance. The North Shore Motorcycling Club was incorporated at Chicago, Ill., by L. J. Leonard, James T. Paisley and C. Blankenheim, and the Excelsior Autocycle Club of Danver became a corporate body under Colorado laws. Walter L. Marr, Eugene S. Gehrung and Charles A. Twitchell were named as directors.

The bicyclists of Spokane, Wash, have won their fight to keep pedestrians off the cycle paths of the city, the city council having passed an ordinance to that effect. It cites that the paths are for bicycles only, and that baby carriages, which have been a source of annoyance to riders, must not trespass. Motorcyclists already have been ruled off. Violation of the ordinance will incur a fine of from $1 to $10 and costs.

Europe as a vacation touring ground is becoming popular with American motorcyclists. Alfred Anderson, of Oklahoma City, Okla., sailed from New York City this week for a five months' motorcycle tour in Italy, Switzerland, France, Belgium, Norway, Sweden, Germany, Austria and the British Isles. While in Sweden Anderson will visit Stockholm, his native city, which he left ten years ago to come to America.

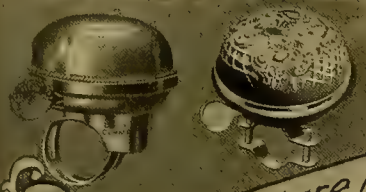
A newcomer is out after the century and mileage competitions of the Century Road Club of America this season. He is Thomas LaRossa of Jersey City, N. J., and when the last reports were on hand, on April 1st, LaRossa led both divisions. H. B. Hall, another stranger insofar as past competitions are concerned, was second in the century competition, and E. E. Fraysse, who won last year's century medal and was second in the mileage contest, was second in the mileage category.

A beam protruding from the rear of a wagon driven across Fifth avenue, New York City, Thursday night, 5th inst., cost Albert Tuddenoce his life. The bicyclist was riding up the avenue and failed to see the protuberance when the wagon crossed the avenue at 30th street. He was thrown from his bicycle, and taken to the New York Hospital with a broken jaw and a fractured skull. He died early Friday morning, and James Dolan, the driver of the wagon, was locked up on a homicide charge.

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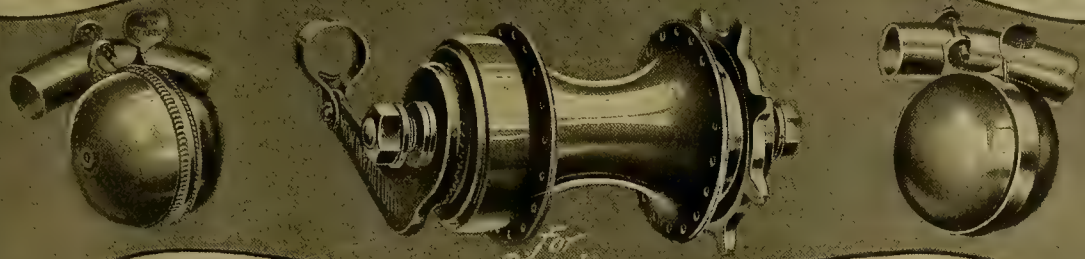




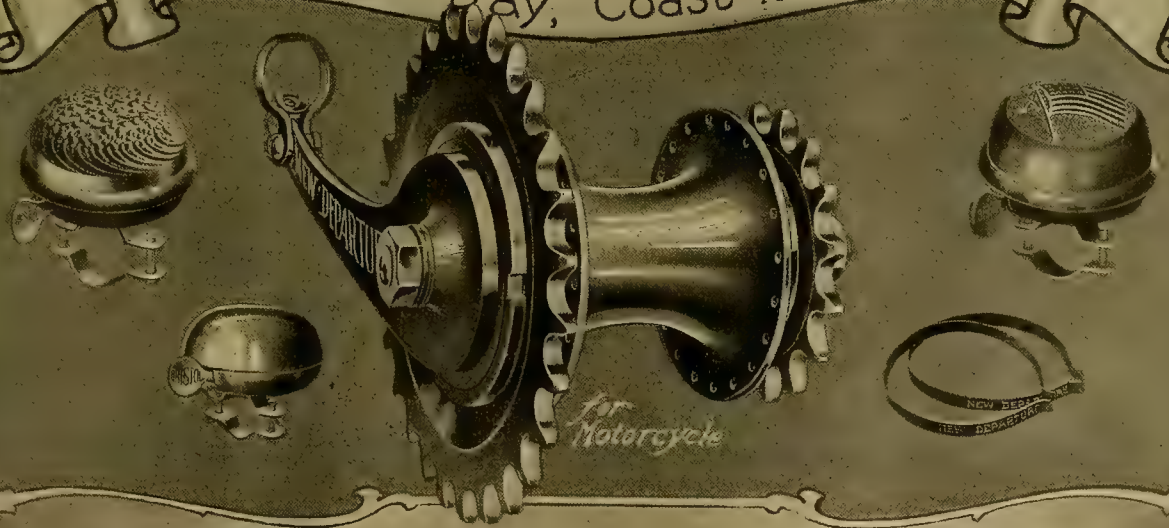
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RECENT PATENTS.

944,795. Frame for Motorcycles, Bicycles, and the Like. Edward H. Leet and Julius E. Stoll, Milwaukee, Wis. Filed Aug. 21, 1908. Serial No. 449,624.

1. In a frame for motorcycles, bicycles and the like, the combination of a forward frame portion and a rear frame portion, pivotal connections between upper and lower points of said frame portions, a bell crank lever forming part of the upper connection, a piston stem pivotally connected to the lower arm of said lever, said stem provided at its lower end with a piston, a tube into which the piston stem passes and in which the piston reciprocates, a pivotal connection between the lower end of said tube and the frame, and a coiled spring within the tube and surrounding the piston stem between the piston and the upper end of the tube.

945,284. Bicycle Support. Hamelin P. Price, Maesteg, England. Filed July 20, 1909. Serial No. 508,588.

1. A bicycle support comprising a telescopically extensible prop pivoted to the bicycle adjacent to the seat pillar thereof, a stay pivoted adjacent to the axis of the rear wheel and pivotally connected to the sliding member of the prop, means for rigidly clamping the telescoping members of the prop together and means on the prop for engaging the stay and retaining the prop in the raised position.

946,143. Bicycle Frame, Avel Levedahl, Aurora, Ill., assignor to Aurora Automatic Machinery Company, a Corporation of Illinois, Filed June 1, 1908. Serial No. 435,864.

1. In a bicycle frame, the combination with a steering head and a steering spindle provided below the steering head with two lateral, depending fork arms, of a front fork, the upper end of which is located forward of said fork arms in the steering spindle, upper and lower pairs of vertically swinging links pivotally connected at their rear and forward ends with the said fork arms and with the front fork, and coiled springs connected at their upper ends with said upper links near the forward ends of the latter and at their lower ends with the lower links near the rear ends of the latter.

946,632. Carburetter. William K. Bassford, Perth Amboy, N. J. Filed Feb. 19, 1909. Serial No. 478,804.

In a carburetter, the combination of a casing forming an air chamber, a tubular gasolene nozzle, extending into said chamber, and having a rectangular port running along the side of the nozzle, a valve extending into said nozzle, for covering said port more and more in direct proportion to its distance in the nozzle, and means governed by the air passing through said chamber for adjusting the valve along the length of said port.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

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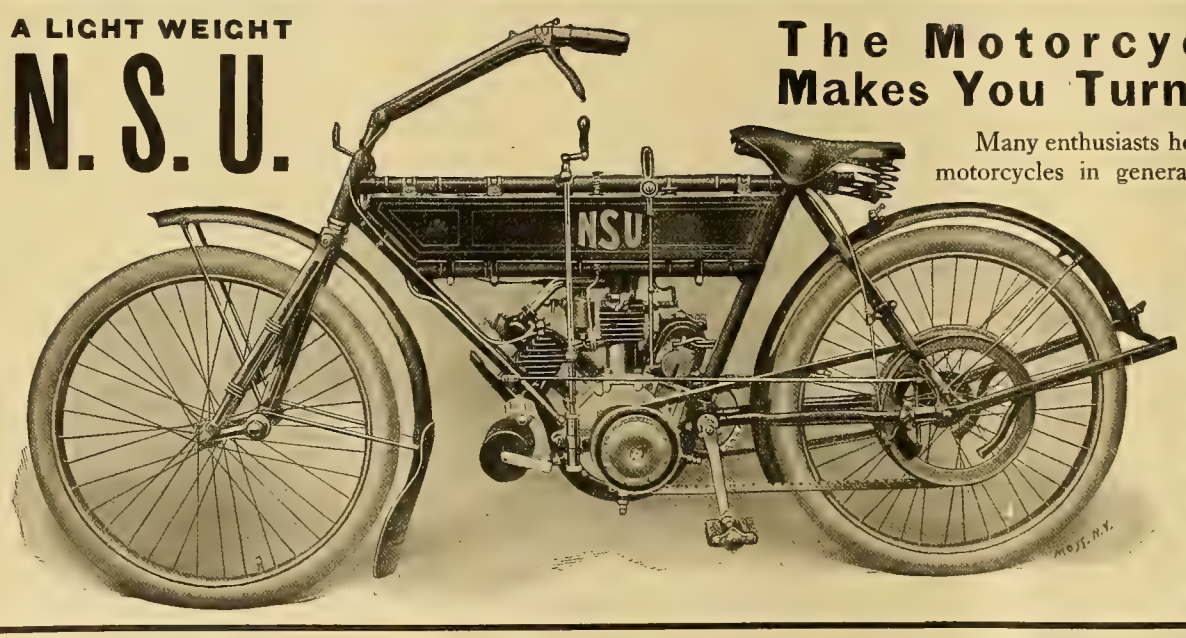
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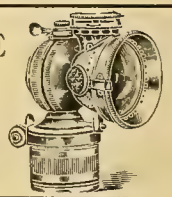
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Send in your order for Neverleak to your jobber and get the extra certificates before the offer is withdrawn.

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

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can be made to look more presentable and up-to-date merely by fitting them with



Persons Saddles



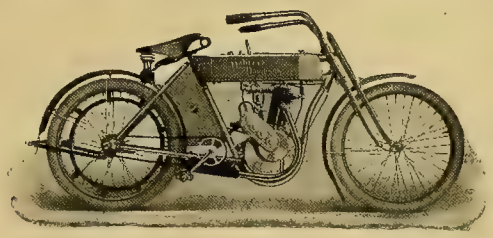
and the change will afford their riders more comfort, which means more pleasure, than ever they obtained before. A Persons saddle is one of those things that really is as good as it looks—and it is by far the best looker on the market.

This bare suggestion should be enough for the wise dealer who recognizes opportunities when they are pointed out.

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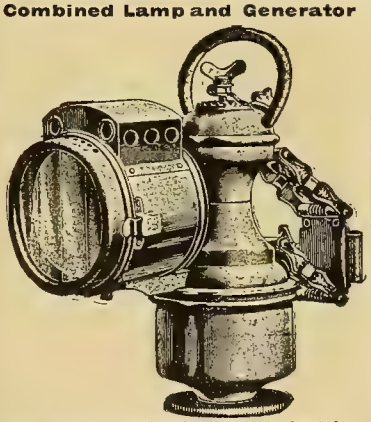
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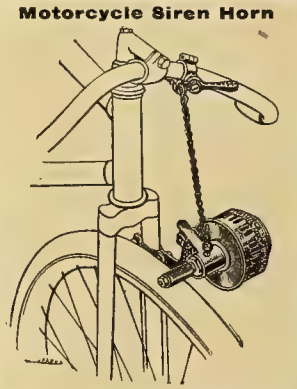
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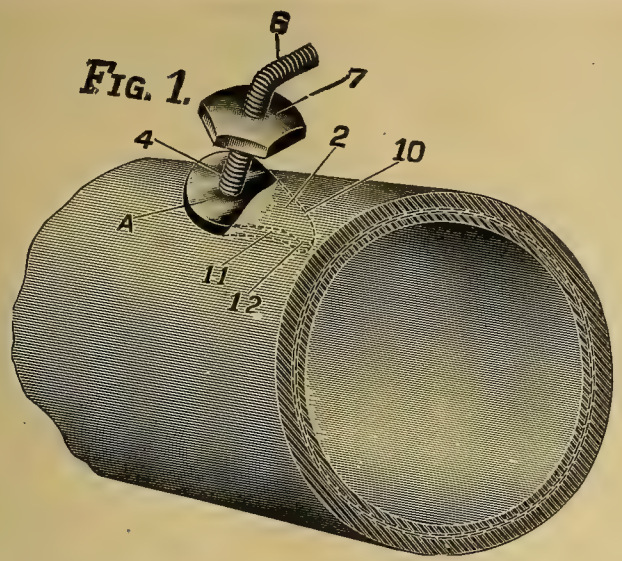
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SPECIFY IT AND BE COMFORTABLE!

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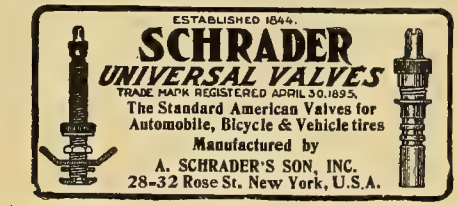
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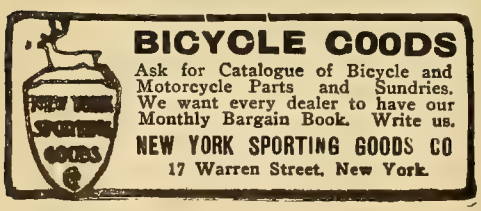
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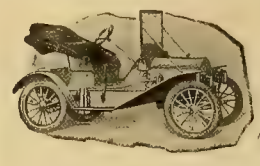




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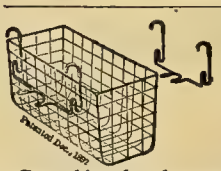
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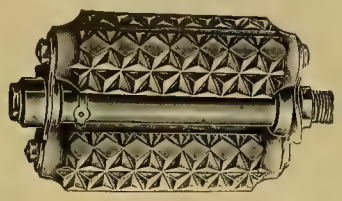
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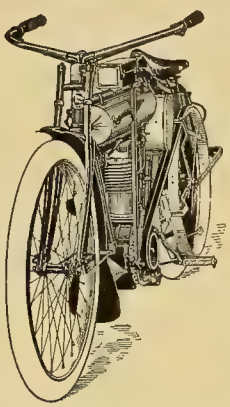


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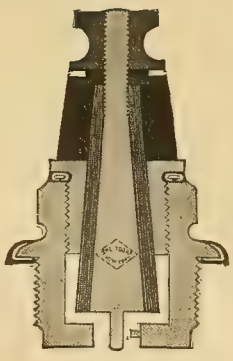
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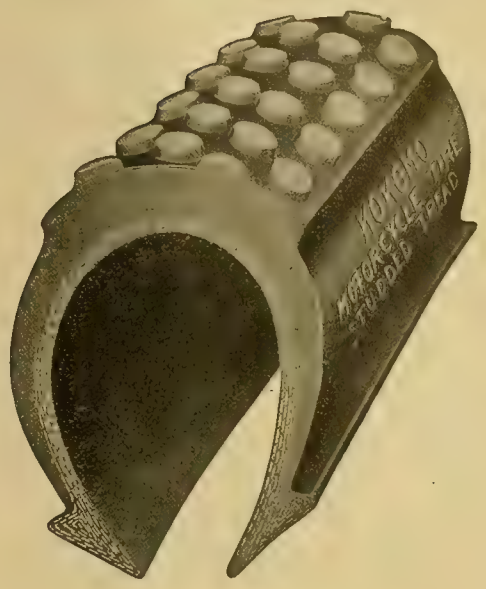
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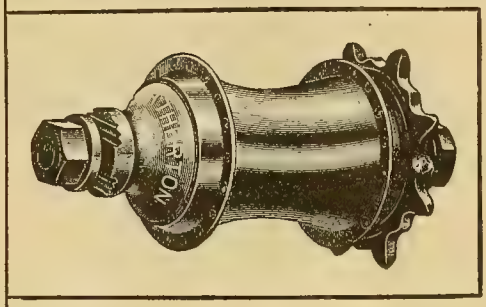






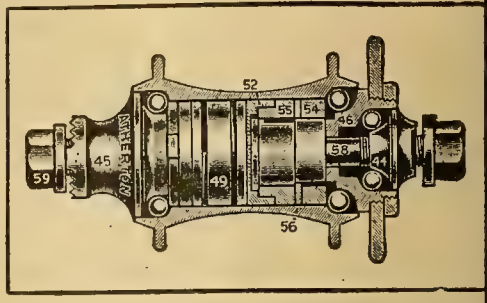
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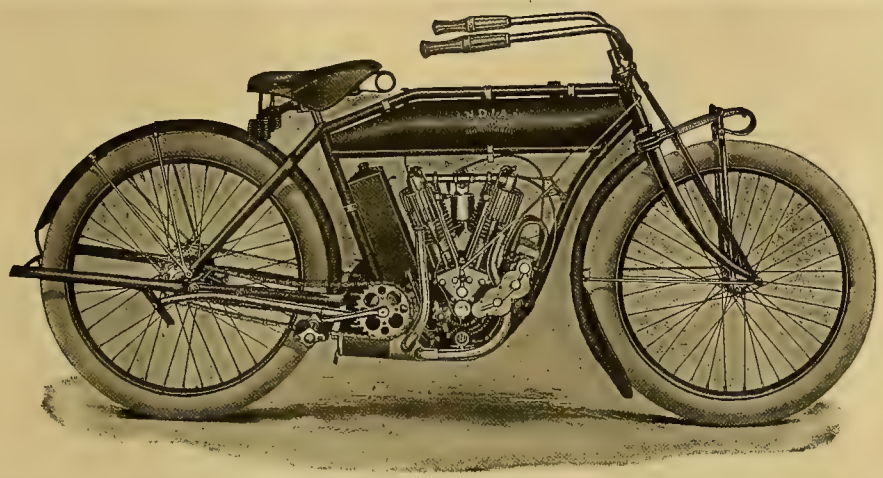
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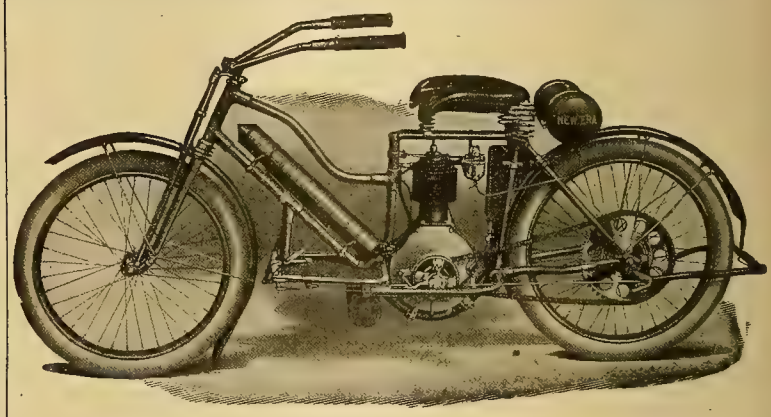
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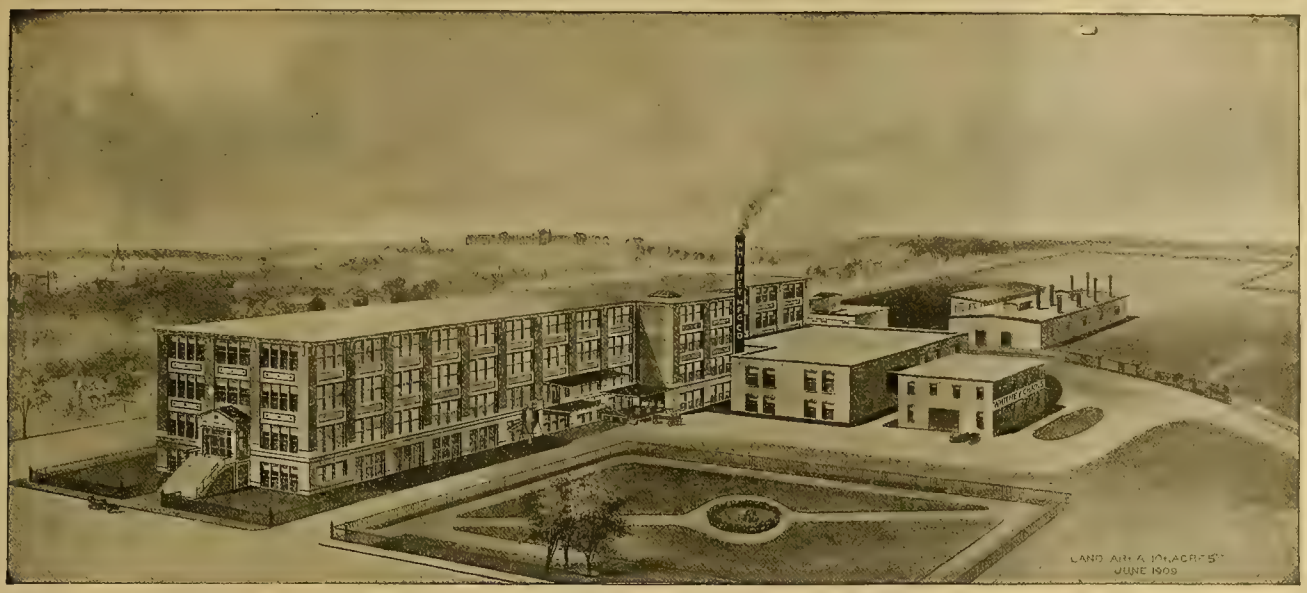
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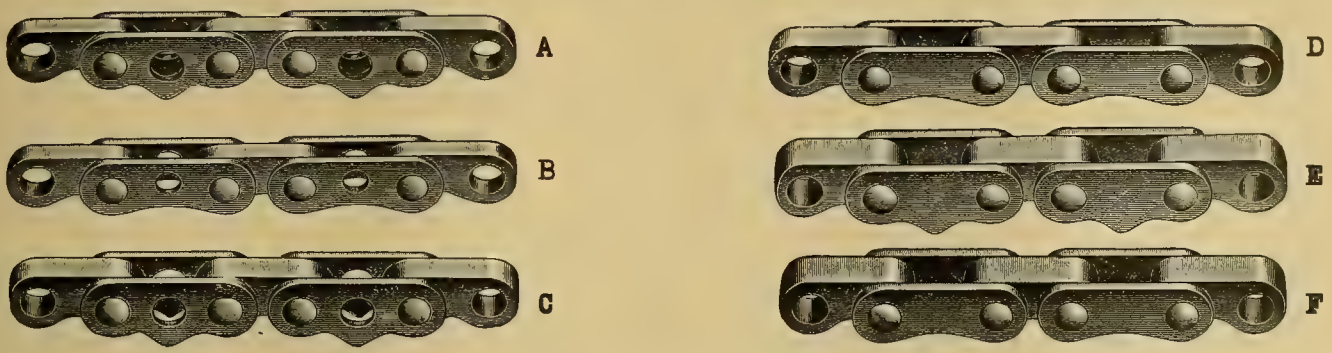
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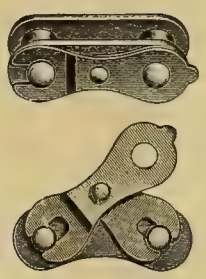
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We can tell you why the Racycle should be—
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. New York, U. S. A., Saturday, May 14, 1910. No. 8

TRADE-MARK RIGHTS CANCELED

Federal Court Throws Light on an Important Principle—Brand Name Must be Actually on the Goods.

Making clear an important point concerning trade-mark rights not only in connection with lubricating oil but with all classes of goods, including cycle and motorcycle supplies, the United States Circuit Court of Appeals for the District of Columbia has handed down a decision which reveals that a trade-mark has no standing in the courts in connection with any articles or goods unless it actually is put on the goods themselves or their containers, no matter how extensively the trade-mark may be advertised or applied to the goods by reference. The situation which brought about the litigation is of a nature that easily might be paralleled by manufacturers or jobbers not familiar with the technicalities of trade-mark practice.

In a contest over priority in the adoption and use of the word "Autoline" or "Autolene" as a trade-mark for lubricating oils, the W. C. Robinson & Son Co. was successful over the Crescent Oil Co. in the first decision, it having been shown that the Robinson company secured registration of "Autoline" on November 7, 1905, while the Crescent company filed an application for "Autolene" on February 18, 1908. It was pointed out that while the Crescent company as far back as 1903 had, among thirty different kinds or brands of oil, a brand called "Autolene," the evidence did not show that the name was affixed to or marked upon the packages. In reviewing the previous decision on appeal, the court holds that while the evidence shows that the name was one adopted in the office and warehouse to indicate grade or quality, this is not enough.

The court approves of the principle enunciated in a former case to the effect that property in a trade-mark "can only be acquired by the actual application of it to goods of a certain class" and that "the mere advertisement of the words or symbol without application to the goods themselves is insufficient to constitute a trade-mark." With this view, the finding for the Robinson company by the Commissioner of Patents is sustained.

Hayes's Store Now is for Rent.

There is a sign "Store and Basement for Rent" on the window at 57 Warren street, New York. These are the premises occupied by the Hayes Rubber Co., which last week was advertising the sale of "factory overstocks" of bicycles and which was thrown into consternation when a Bicycling World investigator paid a visit and endeavored to learn something more specific regarding its alleged rare bargains, and also concerning the factories which were so overstocked with machines as to be compelled to sacrifice them.

Kelly's Tire Company is Completed.

The Kelly-Racine Rubber Co., which recently was formed in Racine, Wis., by C. F. U. Kelly, former president of the Lockport Rubber Co., and a well known figure in the bicycle trade, has been incorporated under the laws of Wisconsin with $500,000 capital. The company has further perfected its organization by the formal election of Kelly as president, J. H. Dwight, secretary, and L. J. Evans, treasurer.

Spokane Company a Recognized Jobber.

Having fulfilled the conditions, the Spokane Cycle & Supply Co., Spokane, Wash., has been admitted to membership in the National Association of Bicycle Jobbers. Three old members who permitted their membership to lapse also have been restored to the roll.

TIRE PRICES BOOSTED AGAIN

Sharp Advances on Motorcycle Casings and Tubes—Cycle Tires May Follow—The Rubber Situation.

The price of motorcycle tires has gone up again, and in all likelihood bicycle tires will follow in a few days. The advances already announced for the motorcycle sizes amount to 15 per cent. for the casings and 20 per cent. for the inner tubes. These increases are fairly general among the tire makers, and those who have not as yet raised on motorcycle tires are expected to do so in the near future.

It is not the American tire makers alone, however, who are feeling the pressure of continued high prices in the crude rubber market, as the prices of both motorcycle and bicycle tires have been again raised in England, where the effect has shown itself in the prices of cycles themselves, a recent meeting of the Cycle and Motorcycle Manufacturers and Traders' Union, in Coventry, having resolved to advance the retail prices of all cycles and motorcycles on account of the increased tire prices. This agreed increase amounts to $2.50 on bicycles and $7.50 on motorcycles.

The situation is practically identical with that relating to automobile tires, concerning the raw material. The manufacturers of automobile tires are refusing to take 1911 contracts from the motor car makers, and the latter now are co-operating with them to avoid the necessity for forcing the tire makers into the market for crude rubber. It is thought that if the tire makers were compelled to commence any heavy buying of rubber in the present state of the market, prices for crude rubber would not only hold their present altitudinous level, but might even go up to still more dizzy and excessive heights. For this reason the tire mak-

ers are holding off, refusing to buy rubber at the present figures. The nominal quotations for the grade of rubber necessary for tires place it at about $2.85 per pound, as against 67 cents per pound less than two years ago.

As indicated by this course, it is the belief of the tire makers that the price of crude rubber must come down, the question being purely one as to when the reductions will begin. Thorough investigation of the subject by experts for the rubber manufacturing interests has shown that not only is there an enormous cultivation of rubber going on in countries that have been found suitable for it, but that immense areas of uncultivated rubber trees exist, awaiting only the provision of transportation facilities to make them available in supplying the market. In a report to his stockholders President Colt, of the United States Rubber Co., among other matters points out this phase of the situation as follows:

"With almost unlimited forests of native rubber trees in Brazil and other countries, and an almost unlimited area in the Far East upon which the rubber tree can be successfully cultivated, it would seem that rubber cannot be maintained indefinitely at a price from three to ten times the cost of production."

Denver Firm Appeals from Verdict.

Gougar & Todd, of Denver, Colo., have appealed to the Supreme Court from the decision of a lower court which was rendered last month in favor of the Buffalo Specialty Co., of Buffalo, N. Y. The proceedings, it transpires, do not involve the Neverleak patents, the issue involved being alleged breach of contract. It appears the trouble grew out of a contract which the Denver firm signed in 1903 which bound them, under certain monetary forfeiture, to respect specific conventions. For what they consider good and sufficient reasons, Gougar & Todd ignored this contract, and the suit and the decision against them resulted. Gougar & Todd are selling a tire sealing fluid, styled Elastic Cement, which is made by the Denver Bicycle Cement Co., of which Harry E. Gougar is secretary and general manager, and who asserts that the Denver company has challenged the Neverleak people to bring their patent into court but without result. In fact, both of the Denver concerns have issued some very pointed literature bearing on the whole affair.

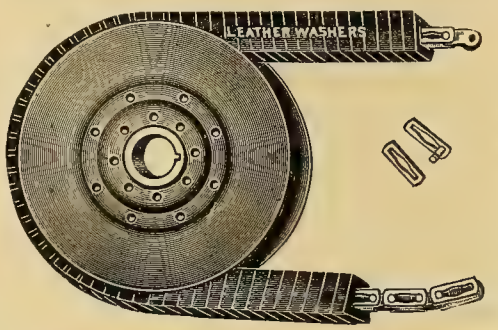
British Motorcycle Exports Moving Up.

Great Britain's import and export trade in motorcycles both have shown a strong upward tendency since the opening of the year. During the first quarter, January to March, there were exported 630 machines, valued at £30,906, as against 316 machines, worth £18,596, during the corresponding period of 1909. The imports of motorcycles and parts are, however, increasing at an even more rapid rate.

CHAIN-BELT OF CHICAGO ORIGIN

Formed of Leather Washers and Permits Detachability at Any Point—Designed for Use on Pulleys.

With the idea of providing a combination chain and leather motorcycle belt which possesses the advantage of detachability at any point, A. L. Harrington, of Chicago, Ill., has developed a form of "V" transmission belt which employs as a basis a block chain having detachable side plates. Merely by forcing any pair of blocks toward each other, one of the connecting pins, which replace the ordinary rivets, may be withdrawn through the enlarged opening in the plates, thus disconnecting the chain. The outer covering employed, which gives to the belt its "V" form, consists of a series



of leather washers, which are stamped out to form the proper cross section, and afterward threaded over the chain. The resulting structure, like others of the same general class, has the merit of non-stretchability, which is peculiar to chain construction, as well as the gripping powers of the leather belt. Its chief advantage, however, is that, like the chain itself, it does not absorb power from the engine, as it is bent to conform to the curve of the pulleys.

Influence of the Oil Level

Strange as it appears on first thought, the height of the oil level in the engine base has an important bearing on the power output of the engine, and for this reason, among others, it is advisable for the novice to abstain from altering the feed setting of mechanical lubricators after they are adjusted at the factory. In a recent series of factory experiments with a well known machine fitted with a mechanical oiler it was found from load tests with the engine coupled to a generator which fed a bank of lights that a variation in the height of the oil level in the engine had a remarkable bearing on the speed and was reflected in the fluctuation in the number of lamps which were lighted with a variation of the oil level. Just as there is a certain mixture at which an engine will run at its best, there also is a fixed quantity of oil which will reduce friction to a minimum, and yet furnish sufficient lubrication without carbonization to permit of the engine developing its highest efficiency.

Funnel of Collapsible Type.

When it is not left at home in the hurry of getting away on a run, the little telescoping drinking cup, such as old ladies carry when they go on long journeys on railroad trains, is a very useful and convenient utensil to have at hand, or, rather, in the pocket. Bearing this in mind, a collapsible funnel has been brought out, which is constructed on the same general principle, chamois strainer included. The device is made in three sections, as constructed especially for motorcyclists' use; the upper and intermediate sections being joined in such a way as to provide means for stretching the leather strainer across the opening. The lower section, which forms the filling tube, is short enough just to go into the neat little pocket case into which the device is packed when not in use. It is made and sold by A. L. Harrington, Chicago, Ill.

Widmayer Stocks up Front Stands.

Just as the development and evolution of the grip control from its original application on one grip was followed by the double system, so have motorcycle stands similarly progressed, and their introduction on the rear wheel has been followed by a front wheel stand also. This double equipment has attained some popularity abroad. The fitting of double stands is quite logical, for heretofore the repairing of a puncture in the front tire has necessitated laying the machine on its side or lifting it whenever it was desired to change the position of the wheel, while with both wheels jacked up the repair of either tire is greatly facilitated. Credit for the introduction of front wheel stands in this country belongs to the F. B. Widmayer Co., New York City, who have laid in a large stock in anticipation of a big demand when their usefulness becomes more widely realized.

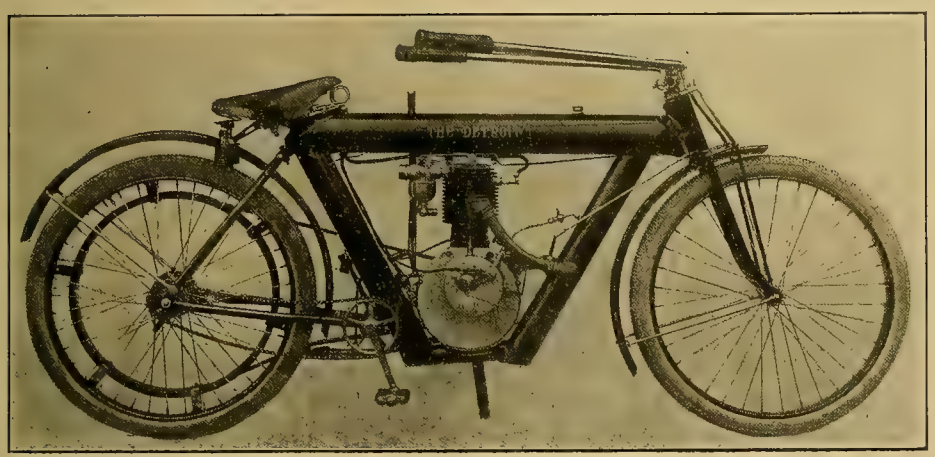
British Exports Still Boomlike.

Reports of British exports of bicycles and parts thereof for the first three months of 1910 showed that there are no signs of a let-up in the steady increase that has marked the business for several years. During the month of March alone exports of complete bicycles reached a total of £50,208, compared with £48,036 in the same month of 1909, a gain of 4.5 per cent. During the first quarter of 1910 complete bicycles were exported valued at £126,505, as against £121,514 in the same period of 1909. The exportation of parts also shows a big gain over the preceding year. During the month of March, 1910, parts valued at £130,159 were shipped abroad, compared with $106,523 during the same month of 1909, a gain of 22.18 per cent., while the figures for the first quarter of 1910 show exports of parts valued at £372.630, as compared with £298,395 during the same period of 1909.

THE DETROIT MAKES ITS DEBUT

First Motorcycle to be Produced in Motor-Mad City Proves Distinctive—Its Points of Originality.

Taking its name from its birthplace in Michigan, the machine which will be produced by the newly organized Detroit Motorcycle Mfg. Co. will be styled the Detroit. The newcomer will be made in one model only, a 4 horsepower single with flat belt transmission, and as the accompanying illustration reveals will embody several distinctive features, consisting of a combination tubular frame with integral fuel reservoirs, a spring fork of original design, muffler contained in the frame, long wheelbase, long V bars and low saddle position.



DETROIT 4 HORSEPOWER MOTORCYCLE

The upper frame tube is 4 inches and the lower ones 3 inches in diameter, respectively; originality being apparent in the positioning of the upper end of the forward diagonal tube, which unites with the top tube a few inches back of the head, the upper tube being extended beyond the junction to carry the head and fork. Symmetry also is apparent in the frame lines, the lower tubes being inclined to an equal degree, so that the whole forms a true keystone. The wheelbase is exceptionally long, 61 inches, and the frame height is 20 inches, giving a low saddle position. Choice is offered of either spring or rigid forks, the former being of an original and distinctive type while the latter is of the double truss pattern.

The engine, which is of original manufacture, is mounted vertically in a hollow cradle which ties the lower members of the frame together, and is secured at three points. Cylinder and head are cast integral, and the dimensions are 3¼ x 3½, giving a displacement of 30.3 cubic inches. Preference is shown for the automatic type of inlet valve, which is accessible by the removal of a dome which encloses it. A Schebler carburetter is used for supplying mixture, the gas being fed direct to the inlet valve through a very short and straight tube. Ignition is furnished by three batteries and coil, which are carried in a separate compartment of the frame. For lubrication the gravity sight feed system is employed, the oil being contained in an upper compartment of the forward tube. Herein is another instance of ingenuity, the lower portion of the tube forming part of the muffler, so that that fluidity of the oil at all temperatures is assured. The exhaust is passed through a short pipe to an expansion chamber in the lower section of the forward frame member, and from there to another silencing chamber formed by the engine cradle, from which it is finally expelled to the outer air through a short tail pipe pointing downward. The control is by means of the conventional double grip system.

Power is transmitted through a 1¾ inch flat belt, while an idler affords a free engine. The brake equipment consists of a Corbin of the external band pattern. The wheels are 28 inches, and are regularly shod with 2½-inch G & J tires, with options of Morgan & Wright or Kokomo. The handlebars are of the long horizontal V type and are fastened with two binders, which gives strong assurance of their remaining central. The fuel reservoirs are quite capacious, accommodating two gallons of gasolene and two quarts of oil respectively. The machine tips the scales at 160 pounds and is finished in black. Regular equipment includes a Persons saddle and Standard pedals. It lists at $210.

New Motorcycle Firm in Newark.

Bush & McDougal is the style of a new motorcycle firm which has "opened up" on William street, Newark, N. J. The firm is composed of Carl W. Bush and Edward McDougal.

Wilhelm Opens in Vineland.

The Wilhelm bicycle store has been opened in Vineland, N. J. The owners carry both bicycles and supplies and maintain a repair department.

CAUSES OF ENGINE VIBRATION

Many Difficulties Involved and the Methods of Meeting Them—The Object of Proper Balance.

How to reduce engine vibration is a consideration of great and growing importance. By introducing a sufficient number of mechanical complications, it may be said that it is possible to suppress it almost entirely. This means added expense in construction and upkeep, however, so that the real question is, How much of the vibration can be gotten rid of economically?

As is true with many other mechanical products, it is possible to contrive improvements which it would not pay to install. The added cost and complication which their introduction would compel would raise the expense so high as to make the cost prohibitive, cut down the profits to a disastrous extent, or else it would render the mechanism so cumbersome as to frighten away the possible buyer. All these things must be taken into account when any line of improvement is being considered.

In reducing the vibration of the engine, considering only the mechanical side of the question, the most important factor to be provided against is that component which is contributed by the force of the explosion within the cylinder. One thing which escapes the average non-technical man is that the pressure of the gas due to combustion acts equally in all directions; it pushes upward just as forcibly as it pushes downward, and it reacts upon the side walls with exactly the same number of pounds pressure per square inch that it exerts upon the heads of the valves. As the piston is the only yielding medium, it is that which moves in response to the pressure and, by increasing the cylinder volume, permits the gas to expand and do work in propelling the motorcycle.

But in doing work upon the piston it is necessary for the gas to react against something which is immovable. The principle is the same as that of a man trying to push a heavy trunk across a smooth floor; unless his feet are braced against something his strength is of no avail. He is able to move the trunk only when he can push as hard in one direction with his feet as he is pushing in the other with his hands.

In the case of the gas engine, therefore, it follows that the very force which causes the piston to travel toward the crank shaft, causing it to turn, is exerted with corresponding intensity upward. The pressure which is exerted on the side walls of the cylinder, of course, does not tend to create a reactionary impulse, for the reason that it is exerted equally on all sides. Every time the piston goes down, however, a force exactly equal to that which causes its motion is exerted against the cylinder head.

Through the cylinder head it is transmitted to the cylinder walls. It tends to pull the cylinder up and away from the crank case, it tends to tear the crank case apart at the crank shaft bearings. As the crank assumes an inclined position, it tends to capsize the entire motor around the shaft or, in other words, to cause the motor to rotate backward around the shaft, instead of causing the shaft to rotate forward within its bearings.

The resistance of the motor to this tendency to capsize it is just as essential as is the necessity for the man to have a brace for his feet when he attempts to push the trunk along the floor. If the cylinder were not bolted down securely it would jump up on its seat while the piston remained stationary, provided the resistance to the motion of the shaft were greater than the weight of the cylinder. The upward reaction of the explosion thus will be seen to be a necessary evil, if evil it is.

At first it might appear to be impossible to do away with it. On closer consideration, however, it will be found that such is not necessarily the case. If the motor is so constructed that two pistons may be made to work in the same cylinder but in opposite directions, it follows that the cylinder will be relieved of all the useless stresses which at present result from the explosion. Also by using two cylinders arranged directly opposite to one another, it is evident that, while the cylinders themselves still will receive the force of the explosion, that force will be prevented from exerting a prying action on the motor as a whole, for the reason that the reactions in the two cylinders are opposed to each other.

There are a number of other ways in which the reactionary forces set up by the explosion may be neutralized. Invariably, however, they involve either more complicated mechanism than otherwise is necessary, or else a multiplication of cylinders. In either event, it is obvious that the advantage of reducing the tendency of the motor to strain at its fastenings, thus tending to set up a swaying pulsation in the entire mechanism of the machine, is made at considerable expense of structural cost, added weight and added complication.

In what has been said no reference was made to the balance of the moving parts. This is an entirely different consideration from that of the reaction caused by the explosion. It is in effect entirely independent of the explosion and would be as pronounced were the spark to be cut off and the engine run by means of a belt from an external source of power as it is when the engine is running under the ordinary conditions of service. Lack of balance between the moving parts it is which occupies the greatest amount of attention from the designer, and which commonly is supposed to be the essential cause of vibration in the motorcycle.

In the study of engine balance a great deal of close theory is involved and, insofar as the ordinary engine is concerned, an almost hopeless tangle of compromises. Without knowing how to balance an engine, as the designer must know how to do in order to secure even moderately satisfactory results, it is possible to gain a fair idea of what is involved in the process, as well as to understand why it is that the absolute suppression of this sort of vibration is practically impossible in motorcycle construction. Considered a step at a time, the thing is fairly simple, though complicated enough when considered in its entire bearing on the performance of the engine.

In the first place, the inertia of the piston, as it is called, gives rise to two reactionary impulses for every revolution of the crank shaft. That is to say, supposing the crank shaft to be rotated from an external source of power, each time the piston reached the end of its stroke its momentum would tend to cause it to keep right on moving until the friction against the cylinder walls had entirely neutralized the energy which it posssesed. Actually, its travel is limited by the crank; and so when it reaches the end of its travel it exerts a forcible "yank" on the connecting rod. Similarly, as soon as its motion in one direction has ceased, it is compelled to start in the reverse direction, since the crank is continuously in motion. The consequence is that a certain amount of force must be used up in getting the piston in motion once more. In both cases the reaction of the piston against the motion of the crank exercises an appreciable thrust which is conveyed through the entire machine.

Naturally, where two cylinders are employed, which are set directly opposite each other, or even side by side, with their cranks at 180 degrees, this piston reaction will be neutralied. With the ordinary single cylinder motor, however, it is an important cause of vibration, and one which cannot wholly be done away with.

The reason, briefly, is this: As the inertia forces cannot be eliminated altogether, and can be reduced only by lightening the moving parts, the only remaining way of treating them is to set other forces in opposition to them, thereby neutralizing their effect. This is what is attempted when the counterbalance weight is introduced into the crank shaft. In part, the counterbalance is intended to effect a balance against the otherwise uneven weight caused by the projection of the crank from one side of the crank shaft. In part, the counterbalance, however, provides a greater amount of counterbalance weight than is required for this purpose alone. The excess goes to effect a partial counterbalance of the piston's reaction. As the piston moves toward the head of the cylinder, the counterweight is moving in the other direction, though, of course, following its circular path all the time. As the weight is a little heavier than the crank, it follows that its own inertia effect is set in opposition to that of the piston with the effect of diminishing the resultant which is manifested in the external vibration of the motor as a whole.

Another point which must be taken into account just here is the connecting rod. Obviously, the lower end of the rod follows exactly the motion of the crank, while the upper end follows the motion of the piston. The result is that its own motion, consequently the inertia effect due to its weight, partakes in part of the nature of the crank motion, which is uniform, and in part of that of the piston, which is irregular and tending to set up vibration. Hence, in determining the size of the counterbalance, it is necessary to figure on the weight and relative length of the connecting rod in order to secure even partially satisfactory results.

Just how the counterweight, which is mounted on the crank shaft, can effect even a partial suppression of the inertia thrusts of the piston and a part of the connecting rod is not at once apparent. It will be seen, however, that as the shaft revolves the counterweight alternately approaches and recedes from the cylinder. When the piston is nearest the crank shaft the weight is further away from the cylinder than it is when the piston is at the inner end of its stroke. In other words, the movement of the weight may be considered as being made up of two components; for every degree of circular travel it may be said to move a very small distance toward or away from the piston, in the direction of the cylinder axis; and also to move a very small distance toward or away from the crank shaft in the direction at right angles to the cylinder axis. That part of the motion of the weight which is in line with the motion of the piston is necessary to counterbalance the inertia of the piston and is useless in overcoming vibration. That part which acts at right angles to the cylinder axis does not work against any other force, and therefore tends to produce a vibratory effect in a new direction.

The natural consequence of this confliction of causes and effects is that if too heavy a weight is used, the vibration caused by the piston is almost entirely overcome, while a new element of vibratory motion is introduced which is nearly as bad as that which it was sought to eliminate. Nor is it possible to contrive any system of balancing save that which employs two cylinders placed in such a way as to oppose one another in respect to the motions of all the moving parts, which will be entirely successful. By adding extra moving weights, necessitating the employment of an extra shaft with its geared drive, it is possible to do away with the cross thrust of the counterweight in addition to practically eliminating the throb of the piston. But it is a somewhat disconcerting fact that even the very nearly successful result secured in this way is vitiated in part by the introduction of still another extra source of vibration.

"STAGGERING" OF THE ARMATURE

How it Makes Possible the Use of a Single Magneto for V-Type Engines—Prolongs Wave Length.

That there is something of a mystery as to how a single magneto can be used for a V-type two cylinder motorcycle engine is made evident by the comments and inquiries of those who are sufficiently well versed in magneto matters to see that there is a puzzle involved in it but do not know how the result is accomplished. In fact, the apparent difficulty or impossibility of using a single magneto for the purpose has been such that some designers of V-type motors have provided a separate magneto for each cylinder, while others have met the problem by using eccentric gears for the magneto drive in order that armature revolution of the magneto might be hurried up to give the spark for one cylinder and be retarded to the time necessary for the other cylinder.

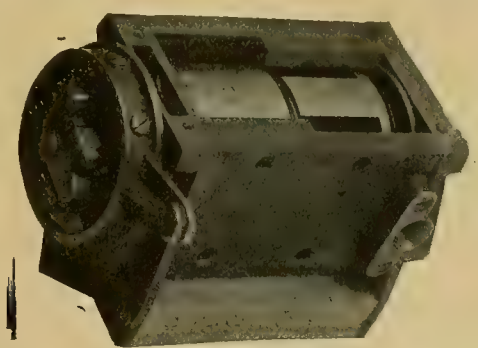
No little stir was created in technical circles, therefore, when V-type engines began to appear with a single magneto operated at regular cam shaft speed, with no eccentric gearing to give it an irregular rotation speed to match the "V" position of the cylinders. How this seemingly impossible result is brought about was indicated by the Bicycling World some time ago in the correspondence column, in explaining to an inquirer that a "staggered armature" is employed. It now is possible to show the method more in detail, as developed exclusively in Bosch magnetos, made by the Bosch Magneto Co., of New York.

The magneto used for V-type engines is styled by the company as the "DAV" type, the "V" being a reference to the type of engine on which it is used. The illustrations expose the lower part of the magneto, including the armature and field pieces, with the magnets themselves removed. It will be seen that the construction of the armature and the pole shoes of the fields is quite different from the ordinary magneto, in that the armature has its poles cut away for half the length on each side, at opposite ends diagonal to each other, the pole shoes having a similar construction, so that the poles of the armature overlap those of the fields.

The reason for this diversion from usual magneto construction is the necessity of producing a maximum current wave of sufficient length to permit the circuit breaker being set to operate at an angle of 17 to 26 degrees less than 180 degrees on half the armature rotation, and 17 to 26 degrees more than 180 on the other half over the revolution, as the requirements may be.

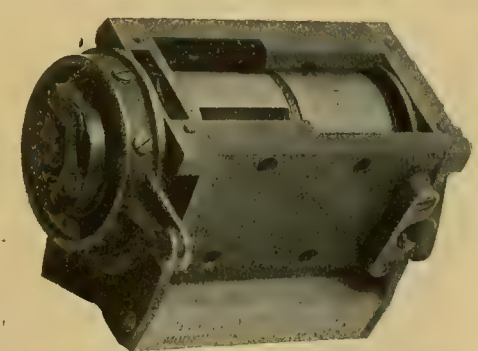
If the armature and the pole shoes were not staggered in this way, but were straight across or only slightly oblique, the "break" of the magnetic flow from pole to pole through the armature as the armature revolves would be abrupt and short, resulting in a current wave correspondingly brief at each 180 degrees of revolution, which would afford satisfactory ignition current for the two cylinders were it not for the fact that in the V-type they fire at angles from 34 to 52 degrees with the magneto operated at cam shaft speed, according to the angle between the cylinders as constructed.

It therefore is necessary to have the long current wave instead of the short and abrupt



POSITION FOR THE EARLY "BREAK"

one. The construction as illustrated effects this result. It will be seen by the first illustration that the armature, the top of which revolves toward the far side of the magneto, away from the observer, is already broken away from the near pole shoe on the right side but is not yet broken away from it on the left side, the magnetic "break" being thus prolonged from the time the right side of the armature pole piece



ARMATURE MAKING RETARDED "BREAK"

begins to leave until the left side actually has passed the near field shoe. The wave commences considerably in advance of the 180 degree mark or exact center, because in addition to the armature pole piece being short and cut away on the right side in this view, the near field shoe also is cut away on the right side, so that the "break" begins at this point well ahead of the armature's reaching the middle position.

In the second illustration the retardation of the spark for the other cylinder is shown, together with the same principle for prolonging the wave length. In this view it is the opposite end of the armature that is on top, but continuing the same direction of rotation as before. The armature, it will be observed, is here cut away on the left side, but because the near field shoe is extended on the left side instead of being recessed or cut away as it is on the right, the "break" or current wave does not commence so soon in relation to the exact middle or 180-degree position. The wave continues until the right side also has passed.

To Prevent Patches from Curling.

Most tire makers in their instructions for repairing inner tubes explicitly state that patches should be allowed to stand for a time after the cement has been spread before they are applied to a puncture, in order that the cement by exposure to the air may become sufficiently "tacky" to adhere firmly to the tube, but the observance of this rule invariably is accompanied by the annoyance of having the patch curl up after the cement has been applied, and before it is placed on the tube. A good way to keep the patch flat is to pin it down to the saddle, toolbag or some other convenient place before the cement is applied, and after the latter has set the patch will have lost its curling properties and easily can be placed on the tube. Another drawback connected with the handling of patches is their tendency to stick to he fingers when being placed on the puncture. This undesirable property can be overcome by laying the patch on a circular surface after cementing—as, for instance, the pump or a shaving-stick tube, which latter, incidentally, also is a handy receptacle for carrying cement and spare patches. When the patch is ready to be applied it should be laid on the puncture and the pump or other object rolled back and forth, when the patch will adhere to the tube firmly.

Too Many Unnecessary Tools in Kit.

Close examination of the tool kit of the motorcyclist who boasts of carrying everything that ever may be needed to repair any sort of a break in any sort of a part, usually reveals a number of stripped bolts, a nut or two having crossed threads, a couple of broken studs, some rusty nails and a lot of dirt of the common or garden variety. Obviously these are non-essential. The only thing they ever can accomplish, save in the way of hiding useful articles, is to add weight to the kit. The wise and experienced motorcyclist generally boasts not of how much of a machine shop he usually carries with him, but of how little he needs.

Care in Tightening Nuts.

When replacing nuts with the aid of a box wrench extreme care should be used not to get the threads crossed. While only a small amount of practice is required to learn the "right" and "wrong" feel of a nut which is started with or across the threads if the fingers are used, the greater leverage of the wrench is apt to mislead the user unless he is extremely watchful.

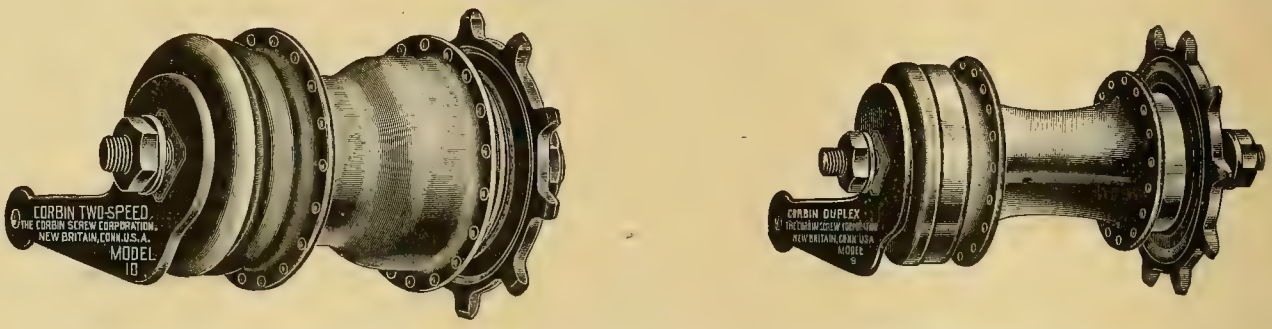
Why Be a Slave to Gear?

Why not have both a low gear and a high one always at your command? A low gear for hill climbing and for pedaling against the wind, and a high one for level roads and quiet weather constitutes a combination that adds immensely to the satisfaction of cycling. The mere change from one gear to the other is restful and adds to the pleasurable sensations. The

Corbin Two-Speed Coaster Brake

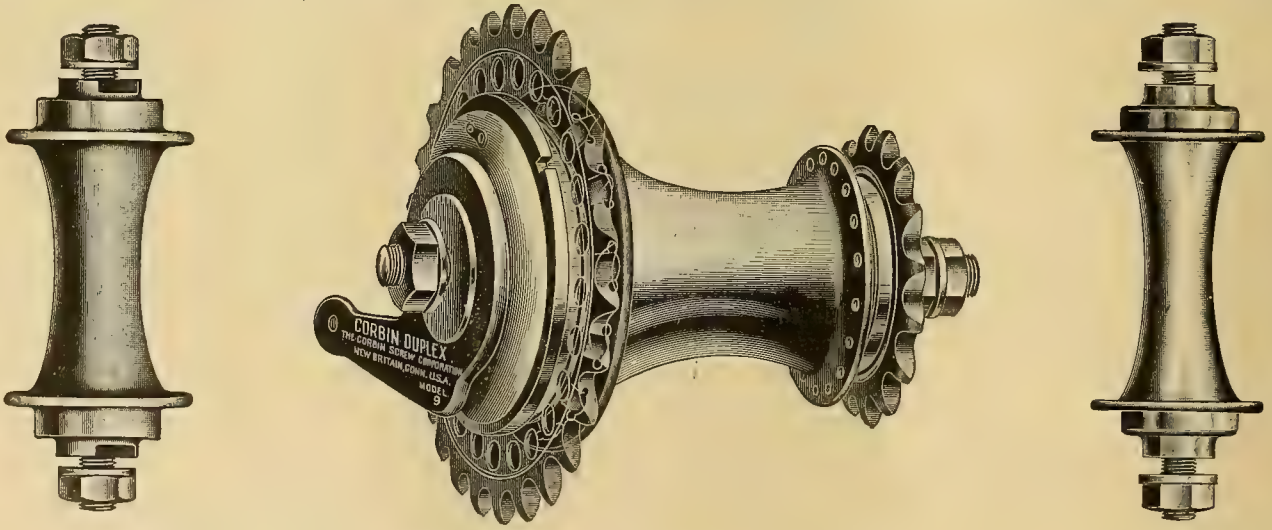
Points the Way to Freedom

from gear-slavery.



Like the Corbin Duplex coaster brake, the Two-Speed can be fitted to any bicycle, old or new.

The Corbin Motorcycle Brakes



which were first to make motorcycling safe, retain their proud position.

CORBIN SCREW CORPORATION, New Britain, Conn.

Licensed Coaster Brake Manufacturers.

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NEW YORK, MAY 14, 1910.

"The Bicycling World's Spring Number certainly was fine, and everyone is saying nice things about it. The members of the St. Louis Cycling Club are very highly appreciative of it, and fully realize the good work you are doing. What a good old friend and standby the 'B. W.' really is!"—George Lang, Jr., St. Louis, Mo.

Taking a Leaf from the Germans.

Sometimes a situation is more strikingly crystallized by an incident from life than by a mass of data. Figures in dollars and cents already have been cited to show that the American cycle trade is "falling asleep" in relation to opportunities not far outside the borders of the United States, and that while the dwindling process steadily is going on so far as Americans are concerned, the Germans and others are building up a constantly and rapidly increasing business in the cycle trade, as well as in other lines. A hotel conversation in a South American city between a visiting New York trade paper editor and an American commercial traveler is suggestive of causes and effects relating to business in that part of the world.

"Do many commercial travelers strike this port?" asked the New Yorker.

"Lots of them," replied the traveler.

"How many American drummers are there in town at present?"

"I'm the only one," was the reply.

"How many German drummers are here?"

"Eighty!"

It would seem the part of intelligence to place less importance on the fact that the Germans have spent an enormous amount of time, money and energy in making export trade a specialty than on the lessons and hints that are contained in their present methods, evolved after so much experience. The most striking feature of their methods is the fact that instead of depending on the uncertain instrumentality of general export houses which profess to stimulate the export sale of everything from needles to circus wagons, they send personal representatives who are doubly trained for the particular work they have to do, and they do not hesitate to send them across the ocean in the quest for business. These salesmen not only know the ways and peculiarities of the countries in which they are trying to get business, but they know their own goods thoroughly, and actually push sales. Furthermore, they are backed directly by the interests they represent.

Even if the idea of the world-wide export campaign does not appeal, it is possible to adopt the obvious course of picking out the convenient spots, these being the markets like Mexico and South America, which in an export sense are close at hand and with whom German and British cycle and parts makers find it possible to conduct a swelling business, while Americans let orders fall by default.

The Old Question Again Looms Up.

With Buffalo, N. Y., and Cleveland, Ohio, both intent on imposing local registration fees and numbered tags on motorcycles, the day that must decide that important and long foreseen question, What is a motor bicycle? draws nearer. And as, thanks to the bequest of the New York F. A. M. 1908 Meet Club, the F. A. M. now has a special fund of more than $600 set aside to assist in settling the question, it would seem that the fight might as well be made in either New York or Ohio and that the present is as good a time as any other.

So far as motorcycles are concerned, the motor vehicle laws of both states are identical. They specifically exempt motorcycles from their provisions. Whatever may be the case in Ohio, a state bicycle law exists in New York. It applies to "bicycles, tricycles and similar vehicles" and with great particularity defines exactly what manner of ordinance local authorities may adopt. It specifies how far they may go in enacting ordinances and states distinctly that "no ordinance, bylaw or regulation heretofore or hereafter made" which imposes conditions other than those defined by this state law "shall have any force or effect."

As this law does not give Buffalo or any other community the right to in any way tax or tag "bicycles, tricycles and similar vehicles" and as in 1904 the F. A. M. convinced the New York legislature that motorcycles were "similar vehicles"—of which there is no doubt—and had motorcycles exempted from the motor vehicle law and thereby relieved of the fees and tags to which they then were subject, any ordinance which Buffalo may enact will have no "force or effect." It should be knocked out with little trouble and at small expense, and the F. A. M. may well give another illustration of its usefulness and obtain the credit and prestige that will come of delivering the knock-out.

Whether Ohio also is possessed of a state bicycle law is in doubt, but certainly the movement toward local fees and tags suggests burdensome conditions that should not be suffered to pass without official notice.

That the motor bicycle is a motor vehicle is undoubted; but it is indisputable also that it is not less a bicycle, which the law in its wisdom has defined as a carriage; and yet, as the Bicycling World several times has remarked, the laws applying to carriages, as they generally are understood, never have been applied to it; nor is it possible properly to include in the same class with four wheelers any vehicle of the bicycle type which cannot stand alone.

There are some fine points involved, and any fight that may be made must be prepared with well-studied care, for when the important question is decided, not merely New York or Ohio will be affected by the answer, but all other states.

"I would like to see the Bicycling World in the hands of every dealer handling bicycles and motorcycles. Its numerous suggestions cannot but aid anyone engaged in the business. Personally, I enjoy it more than any other trade paper and look forward to its weekly appearance with great pleasure."—M. G. Littlefield (a Pope Mfg. Co.'s traveler).

WHEN THE BRAKE GOES WRONG

Mishap that Again Caused Necessity to Mother Invention—Ingenious Repair Effect That Met Emergency.

A most unusual mishap which recently befell a rider and which, for a time, rendered the brake useless, shows that often it is possible to rig up a makeshift device which will permit the brake to be operated, and any such opportunity is well worth utilizing, for riding a brakeless machine on a heavily traveled road is not the most enjoyable thing in the world. The trouble came while starting on a slight upgrade on the outskirts of a town, the end of the left crank which passed through the hanger and carried a threaded shank on which a nut screwed to fasten the right crank and sprocket, snapping due to a flaw in the metal. There was no way out of it but to tie the cranks to the handlebars with some tape, put the pedal chain in the toolbag and ride along slowly, dragging the feet on the ground when it was desired to slow down or stop.

This novel method of braking, it may be assumed, was possible only because the rider was blessed with long legs, which made starting by running along and jumping into the saddle equally possible. However, this fashion of making progress was not at all congenial, and at the first town encountered a garage was visited and a carriage bolt about 7 inches long was procured. Then the right crank and sprocket was unlashed and placed in its proper position, the bolt passed through the hole in the center and also through the central sleeve, while a nut and washer on the left side kept it in place. Then the pedal chain was replaced, and the crank set with the pedal to the rear, so that a downward pressure of the foot applied the brake. As the bolt was a loose fit in the crank hub and sleeve, it was necessary to keep it very tight, and consequently the front sprocket had a very small degree of rotation, but sufficient to apply the brake. With the right foot resting lightly on the pedal and the left placed on the chain guard, it was possible to ride along in good style and keep the machine under control until home was reached.

Graphite for the Cylinder Walls.

While the occasional use of flake graphite in the engine lubricating oil frequently is recommended as tending to fill any irregularities in the cylinder walls and improve compression, the fact that the small oilways in the bearings or possibly the oil ducts through which the lubricant is fed may become clogged up, deters some motorcyclists from applying the suggestion. No such objection can be entertained, however, in the case of the dry graphite, or thick paste made of graphite and grease, which is rubbed in by hand when the engine has been dismounted. As a matter of fact, the practice of applying a "dope" of this character to the cylinder each time it is removed is a very good one, and one which appears to be free from any objection, as graphite excess is harmless except on spark plug insulation.

COMING EVENTS

May 29, Jersey City, N. J.—Columbia Road Club's 50 miles pleasure trip and race meet at Plainfield, N. J.; open.

May 29-30, Newark, N. J.—New Jersey Motorcycle Club's 350 miles endurance run to Easton, Penn., and return; open.

May 30, Revere Beach, Mass.—Race meet at saucer track; open.

May 29-30, Chicago, Ill.—North Shore Motorcycling Club's race meet at Hawthorne mile dirt track; open.

May 30, Salt Lake City, Utah—Opening Salt Palace saucer for season.

May 30, Grand Rapids, Mich.—Western Michigan Cycle Club's race meet at Comstock Park; open.

May 30, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's race meet at driving park track; open.

May 30, Plainfield, N. J.—Plainfield Bicycle Club's 25 miles handicap road race, one mile open, and two miles road race for boys.

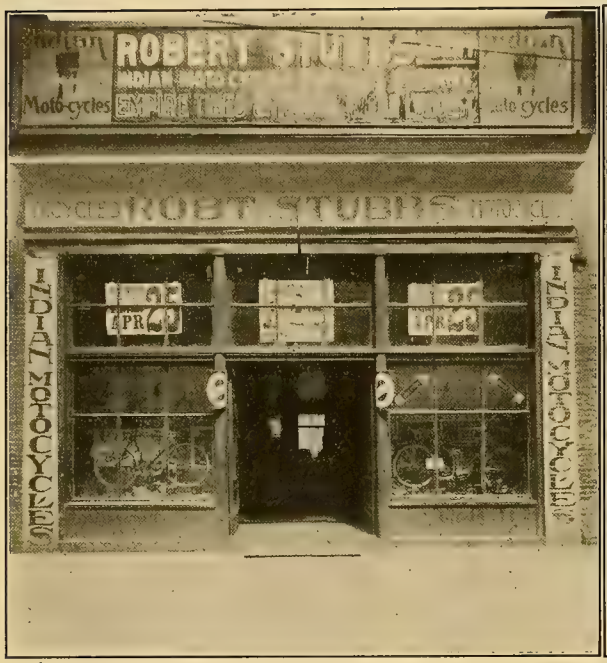
June 5, New York City.—Concourse Motorcycle Club's third annual spring run to Savin Rock, Conn., and return; open.

June 5, New York City—Eastern Division, Century Road Club Association's 12th annual spring century run; open.

June 19, Valley Stream, N. Y.—Century Road Club of America, New York State Division's 50 miles handicap road race; open.

STORES OF WHICH THEIR OWNERS ARE PROUD.

(XII) ROBERT STUBB'S, BIRMINGHAM, ALA., AGENT FOR INDIAN MOTORCYCLES





DEROSIER DOES 74 IN THE HOUR

And Knocks 100 Miles Record to Smithereens—Averages Better than 52 Seconds, Finishing Afoot.

Flying at almost comet speed, Jacob Derosier, the Springfield, Mass., record holder, on Sunday last, 8th inst., slashed all professional motorcycle marks from 10 to 100 miles inclusive, and all world's records, regardless of classification, for 25 miles upwards, including the hour. Derosier's meteoric flight was accomplished on the circular mile automobile board track at Playa del Rey, near Los Angeles, Cal., a special permit from the Federation of American Motorcyclists having been granted for the record trial. Messrs. Rossier, Mitchell and Elbe timed the performance.

Derosier's wonderful flight was, of course, accomplished on a 7 horsepower Indian motorcycle. He averaged 51 7-10 seconds per mile. His first mile was reeled off in 45⅕ seconds, which is slower than his previous mark for the distance. Derosier covered 10 miles in 7:45 and 25 miles in the remarkable time of 19:28⅕, which was 36⅕ seconds faster than the record made by Fred Whittler on the same course a few weeks ago, and 1 minute 38⅕ seconds faster than Huyck's amateur record. At 50 miles Derosier was timed in 39:13⅕, which breaks all world's performances, and in the hour he succeeded in reeling off the stupendous distance of 74 miles 667 yards, which shatters Collier's Brooklands records by 5 miles 1,047 yards, and Huyck's amateur world's record by 3 miles 47 yards. It is the most wonderful accomplishment ever made by a man on a motorcycle in the history of the sport.

Derosier, after stopping at the end of the 51st mile for gasolene, rode like a streak of lightning until the 99th mile had been covered, when he again ran out of gasolene, his tank not having been wholly filled during the previous stop. He pushed his machine around the track until the finish, or he would have broken the 100 miles record by 17 minutes. He finished the century in 1:26:14⅘, which is nearly 12 minutes better than his previous record, and 1 minute 34⅕ seconds faster than Graves's amateur record. Derosier's time by 5 miles, and comparisons with the old records, follows:

Dist.	Derosier.	Old record.	Beat record by
1	0.45⅕	0.43⅕	..
5	3.51⅘	3.35⅗	..
10	7.45	7.56⅗	0.11⅗
15	11.39⅕	12.00	0.20⅘
20	15.33	16.05	0.30
25	19.28⅕	20.04⅗	0.36⅕
30	23.26⅕	24.00⅘	0.34⅗
35	27.24⅗	28.03	0.38⅗
40	31.24	32.05	0.41
45	35.18⅗	36.08	0.49⅗
50	39.13⅕	40.13	0.59⅘
55	44.31⅘	53.14	8.42⅕
60	48.34⅗	57.51	9.16⅗
65	52.31⅕	1:04.27⅗	11.56⅕
70	56.28⅘	1:09.07⅕	12.38⅗
75	1:00.29	1:13.46	13.17
80	1:04.31	1:18.34⅕	14.03⅕
85	1:08.36	1:23.25⅗	14.49⅗
90	1:12.42	1:28.18⅕	15.36⅕
95	1:16.47⅗	1:33.12⅗	16.35
100	1:26.14⅘	1:37.59⅗	11.44⅘
1h., 74m. 667 yds.		68m. 1,380 yds.	5m. 1,047 yd

Buffalo Seeks to Tag Motorcycles.

Although the New York State motor vehicle act exempts motorcycles from its provisions and the bicycle law removes the power of municipalities to make its own restrictions, the city of Buffalo is planning to license motorcyclists and compel them to carry tags on their machines. An ordinance to this effect will be drafted by Corporation Counsel Hammond, at the suggestion of Mayor Fuhrmann and Superintendent Regan and will be presented for passage by the city council. A child got in the way of a motorcycle recently and was killed, which has moved the officials to plan this restriction.

Another "Millionaire" Amateur Comes East.

Another of Manager Chapman's imported shamateurs arrived in the east this week. The newest arrival is Lloyd Thomas, one of the cracks of the Pacific Coast, hailing from San Francisco. Thomas will join his fellow leisure-colonists, Chris Scheller, Phil Wright and Fred McCarthy, and through the grace of the National Cycling Association will be permitted to compete against amateurs whose bankrolls will not permit their traveling from one end of the country to the other, and who also have to work.

Rain Causes Two Meet Postponements.

The rain of last Sunday, 8th inst., prevented the race meets from being held at both the Newark N. J.) Velodrome and the Clifton (N. J.) Stadium. The same programs that were to have prevailed last Sunday will, therefore, be given tomorrow (Sunday).

"Herr" Walthour Wins Hour Race.

Robert J. Walthour, the expatriated American pace follower, evidently has found his winning stride. He won the hour paced rate at Dresden on Sunday, May 1st, defeating Salzmann, Vanderstuyft and Stellbrink in the order named. Walthour covered 47 miles in the allotted time.

Poulain Coming to Quicken Kramer.

Gabriel Poulain, the French crack and former world's champion, is the man whom Manager Chapman of the eastern circuit will import to attempt to wrest the laurels from Champion Kramer. The French papers state that Poulain shortly will sail for America.

PHILADELPHIA ALREADY AT WORK

Quakers Lose no Time in Preparing for F. A. M. Meet—Committees Named and August Dates Probable.

Since Springfield's withdrawal which gave the F. A. M. national meet to Philadelphia without contest, the Philadelphians, in advance of the formal official award, have been picking the most desirable dates, and it practically is certain that the week of August 8 to 12 will be chosen. It is expected the 8th and 9th will be devoted to the annual endurance contest, the 10th to sightseeing and entertainment, and the 11th and 12th to racing on the Point Breeze track. These dates are in the week following the cycle trade's midsummer convention at Atlantic City.

The Philadelphia Meet Club, which will conduct the function, has lost no time in appointing the various committees that will engineer the project. They are as follows:

Executive—J. Fred Hartman, chairman; E. H. Fitch, George H. Griess, Frank Berrodin, W. G. Rhodes, W. R. Barnes, Charles Krauss and William A. Ennis.

Finance—W. R. Barnes, Frank Berrodin, H. Kimmel, C. A. Wigmore, E. H. Fitch and Harry Colbath.

Runs and tours—Charles Krauss, chairman; Clement Lowe, R. S. Martin, Joseph Murray and Alex. Klein.

Publicity—Frank Berrodin, Charles Krauss, Harry Lasher and William Bray.

Entertainment—Thomas Desmond, chairman; Frank Isaac, Clarence Sears, J. H. Moore, Dr. C. S. Schwenk, Dr. W. H. Moore, L. V. Leach and R. N. Storey.

Hotel—Robert Andorf, W. A. Ennis.

Racing—Alex Klein, chairman; L. J. Spingler, Charles Bradley and Charles Billman.

Prizes—George H. Griess, George Reinbold, C. V. Stahl and H. Kimmel.

Secretary, William Worthington; treasurer, W. A. Ennis.

Chairman Hartman of the executive committee is president of the Century Motor Club, at 1606 North Broad street, which is the evolution of the once famous Century Wheelmen, and whose $40,000 clubhouse will be the center from which will radiate the "doings" of the meet. A majority of the other committeemen are identified with the tire and motorcycle branches of the trade.

Australian Sprint Champion Turns Up.

Alfred T. Goulette, who succeeded A. J. Clarke as the Australian sprint champion, arrived in New York City Tuesday morning and immediately went to the Newark (N. J.) Velodrome, where he will ride during the season. Goulette paid a visit to the track in the afternoon to work off his "sea legs," and he appears to have a wonderful sprint.

NO SANCTIONS FOR EASTERN TRACKS

That is, for the Small Ones—F. A. M. Chairman Delivers a Territorial Decision Which May Cause a Situation.

Although it is safe and proper to conduct weekly motorcycle race meets on eight lap tracks in Colorado, it is dangerous and improper to run even an occasional race on an eight or even a five lap track in the neighborhood of New York or, in fact, anywhere else in the East.

This remarkable state of affairs, which will cause many men to wrinkle their brows, was disclosed late last week when it became known that John M. Chapman, manager of the Newark, Clifton, New Haven, Providence and Revere Beach bicycle tracks, had applied for and been refused sanction for a weekly race on one or the other of these several courses in connection with the bicycle events. Chapman had no idea of applying for sanction until he encountered a former F. A. M. official, who convinced him of the wisdom of doing so and persuaded him to be "regular." Accordingly the track manager asked for a blanket sanction and received an unpleasant surprise in the form of notice that not only would no blanket sanctions be granted but that no sanctions whatever would be issued for motorcycle races on his tracks.

"The competition committee has decided not to issue sanctions for small tracks on account of the danger," wrote the chairman of the F. A. M. competition committee in transmitting the information. "I fear, therefore, unless you have some tracks that I know nothing about, it will be impossible for us to issue sanction for motorcycle races on any of the small bicycle tracks in the neighborhood of New York and in the East generally."

Chapman confesses that he scratched his head when he received this missive. He recalled that they had raced all last year on the small track at Salt Lake—without F. A. M. sanction, he thinks—that Clifton had a blanket sanction all of last year and that two eight lap tracks in Denver have been kept humming all of the present spring, one of them having a sanction covering all desirable dates during the year. He couldn't understand why the "kibosh" should be placed on the Eastern tracks, where only an occasional race between expert professionals would be mixed with the bicycle sport. Chapman may find the answer at Guttenberg, N. J., which is near to Newark and Clifton, but meanwhile he is marveling at F. A. M. consistency and twitting the man who urged him to be "regular." Having made the effort and the opportunity being denied him, he grins and hazards a guess that there will be motorcycle races on his tracks even as at Salt Lake and Denver, which may precipitate an interesting situation.

When F. L. Valiant, a member of the F. A. M. competition committee, was asked when that committee had, as stated by the chairman, decided not to issue sanctions for races on small tracks, he replied that the decision was news to him and that he had no knowledge of any vote or other action that had been taken.

Plainfield's Prize List a Bully One.

As there are no conflicting events on Decoration Day the Plainfield (N. J.) Cycling Club's road races in that city should attract all the crack riders in the East. Entry blanks were issued this week, and although the complete list of prizes has not been announced, the chief awards are of more than ordinary value. In the 25 miles handicap, which will be open to all, the first prize will be a Pierce racer, with a Crawford racer second, a Reading Standard third, and a Crown roadster fourth. The first time prize is a Queen City racer and the second time award will take the form of a diamond ring, with a pair of Hartford 80 tires for third best time. Thirty other prizes will be announced later. In the one mile scratch a Columbia racer will constitute a very fine reward for a very little work. An Arrow roadster bicycle will go to the second finisher, a pair of racing tires for third and a French bronze clock will make the fourth prize. A two miles race for boys of 14 years and under should attract a lot of future champions.

Baltimore's Brooklyns at Yockle Park.

After several postponements, the Brooklyn Cycle Club, of Baltimore, Md., held its closed race meet at Yockle's Park Sunday afternoon last, 9th inst. A crowd of 300 spectators enjoyed the close finishes despite the slow time made in several events. Following are the summaries:

One mile scratch—First heat won by A. J. Baker; second, J. Andrews; third, E. Dorchel; fourth, J. F. Huber. Time, 3:22. Second heat won by H. Clator; second, C. L. Essex; third, E. Slouck; fourth, W. Huber; fiifth, W. Leisure. Time, 2:40. Final heat won by Baker; second, Andrews; third, Dorchel; fourth, Slouck; fifth, Clator; sixth, Essex. Time, 3:35.

Two miles handicap—Won by A. J. Baker; second, J. F. Huber; third, E. Dorchel; fourth, J. Andrews; fifth, H. Clator. Time, 6:12.

Club Cup to Help Concourse's Run.

Entry blanks for the Concourse Motorcycle Club's 3d annual spring run from New York City to Savin Rock, Conn., Sunday, June 5th, were issued this week. The start will be made from the club's headquarters at Jerome avenue and 165th street, Bronx, at 7 a. m., and contestants must finish at the same place between 5 and 7 o'clock to qualify for silver medals. A cup will be awarded to the club scoring the highest percentage in points. Entries can be made with Captain W. A. McClelland, at the above address.

FOR A BICYCLE TOUR IN BERMUDA

"Americas" Organizing a Delightful Mid-Summer Outing—Big Party and Lots of Fun in Prospect.

What doubtless will take rank as the most ambitious tour for cyclists attempted during recent years by a cycling organization in America was announced this week by Fred E. Mommer, national secretary of the Century Road Club of America. It will take the form of a 10 days' trip to the Bermuda Islands, leaving New York City on Saturday, July 23, and arriving back in this city on Monday, August 1st.

This magnificent summer tour has been contemplated for some time, but it was not until this week that the exact date was decided upon, for the reason that the summer sailing schedule of the steamship company had not definitely been settled.

Because of its superb, dustless roads and the prohibition of automobiles thereon; its magnificent scenery, and equable climate, together with many other natural advantages, Bermuda long has been regarded as a cyclists' paradise, and the opportunity of enjoying a summer vacation there at an unusually low rate doubtless will be embraced by all who can arrange their vacations at that time.

The low rate has been made possible through the co-operation of the Royal Mail Steam Packet Co., which operates, among many other lines, the steamers plying between New York City and Hamilton, Bermuda. It is planned to make the midsummer cruise and tour an annual feature.

Although the complete itinerary of the trip has not yet been arranged, it is planned to leave New York City on Saturday, July 23. The two days' voyage at sea will land the tourists in Bermuda on Monday, July 25th. The steamer will sail from Bermuda on Saturday, July 30th, arriving in New York City Monday morning, August 1st.

This arrangement will allow the tourists five days in Bermuda, and plans are being formulated to make those five days memorable ones. Short tours to all the points of interest will be arranged, including free boat trips to the sea gardens, the aquarium and other points of interest. Sailing, fishing and bathing are included.

Negotiations are pending for a 10 miles handicap bicycle race to take place one day while the tourists are in Bermuda, but it is not certain whether the officials will permit the event. If a satisfactory answer is received, $500 will be expended in prizes for the race. Should the road race not be held, it is planned to set aside one day for a carnival of sports, including swimming races, running races at various distances, and a baseball game between the visiting bicyclists and native players. Prizes will be awarded in all the events.

CLEVELAND PREPARES A TAG LAW

State Automobile Law Exempting Motorcycles—Local Ordinance is Drafted—Impossible Speed Limits Fixed.

Unless the motorcyclists of Cleveland make a concerted effort to prevent the passage of a proposed motorcycle ordinance, the restrictions in the Forest City will make motorcycle riding rather burdensome.

An ordinance, designed to regulate the operation of motorcycles, to impose speed limits and affix licenses, will be introduced in the city council early next week, it is stated. The administration measure is being prepared by the law department and Councilman John McCain will be asked to introduce the ordinance, according to advices from Cleveland.

When the administration a week ago took up the question of automobile speeding it was found that the state law was the only one under which the police operated. An examination of this law revealed the specific exemption of motorcycles. Mayor Baehr had City Clerk R. Y. McCray write for a copy of the Pittsburg, Pa., city ordinance dealing with vehicles, as the latter is considered a model of its kind.

Meanwhile an examination of the Ohio state law was made by Assistant City Solicitor Joseph Hostetler. He at first was inclined to think that the provisions of this law might be taken to include motorcycles, but a more careful scrutiny made him say that the bicycle run by power was not meant in the list of regulated vehicles. When this discovery was announced the plan for the new city ordinance was settled.

The new ordinance will set a speed limit of 6 miles an hour in the congested sections of the city, already defined in the local vehicle ordinance; a limit of 8 miles an hour in the outlying districts, and probably 15 miles an hour in the boulevards. It also will be made unlawful for any motorcycle to approach a street crossing at a speed greater than 6 miles an hour. At present motorcycles are not required to be licensed or carry number plates; the proposed ordinance will make that necessary, however.

Halligan Succumbs to Stomach Trouble.

Joseph T. Halligan, the professional bicycle rider of Newark, N. J., died at his home, 114 Orange street, Monday last, 9th inst. He was 23 years of age. His father survives him. As an amateur Halligan was better known than he was as a professional. He was one of the New Jersey road cracks of the Century Road Club of America and also rode for the Bay View Wheelmen of Newark. Later he went on the track and had fair success until he turned professional, his forte being pursuit riding. After turning professional in 1907 Halligan took a trip to Europe, but did not meet with much success, and returned to America. His first race of any consequence was the 10 hours a day six days race in Boston during November, 1908, when he had Theodore Devonovitch, the eccentric Russian, for his partner. At that time Halligan had begun to show symptoms of his illness, and he was forced to withdraw from the race the last day. He has not ridden to any extent since that time. His malady was a complication of stomach diseases, and for some months he has been confined to his bed. Halligan was born in Kingstown, Canada, in 1887, and early moved to New York City with his parents, where he was graduated from St. Joseph's parochial school. His funeral occurred Thursday.

Nat Butler's Sporting Blood Aroused.

No Frenchman has ever yet made an American "take water," and the attempt of Seres, the well known French pace follower, to make Nat Butler feel cheap did not succeed. Seres has been chafing under several defeats administered this season by the veteran American, and last week, through the French sporting papers, he challenged Butler to a match race "at any distance from one kilometer to one hour and behind either large or small motors, for 1,200 francs." Butler was in Germany when the challenge appeared, but he heard of it and immediately accepted all the conditions, with the exception of the purse, which Butler insisted must be for 5,000 francs a side, winner take all, the American depositing a forfeit with the paper publishing the challenge. Seres felt inclined to back out, but as the money has been raised by his friends, the race will materialize in the near future. As 5,000 francs amounts to $1,000 in American coin, the race should be one of the greatest duels ever held. The duration probably will be one hour behind big machines.

American Motorcycle Wins in Scotland.

J. R. Alexander, Jr., and his 5 horsepower Indian were twice among the prize winners in the Edinburgh Motorcycle Club's open hill climb at Manor Hill, Peebles, Scotland, Saturday, 30th ult. In the multicylinder class, the results of which were derived by formula, Alexander romped up the 670 yards incline in 35⅖ seconds, but received second place in the final classification. In the open scratch the fastest time was scored by F. Annandale, whose time was 32⅖ seconds. Alexander did not do as well as in the other event, his time being 36⅗ seconds, which, however, was fast enough to net him second prize.

Another Australian Crack Coming.

Tom Sheridan, an Australian crack, contemplates a visit to American tracks, according to a Sydney contemporary. At the present rate of exodus to America, Australia will soon not have any professional bicycle riders left.

HEDSTROM SEES THEM WIN EASILY

Now Visiting England, he Attends Brooklands Meet and Witnesses Triumph of His American Motorcycles.

With perfect weather and an unusually large attendance, the Brooklands meeting on Wednesday, 27th ult., was rewarded with success, although the motorcycle events did not play as conspicuous a part in the program as usually is the case. Two events, both of them handicaps, were run, an N. S. U. winning the April Handicap, while the Indians ran one and two in the Weybridge Handicap—the chief event of the afternoon.

One of the most interested spectators in the paddock was Oscar Hedstrom, who is in England for the purpose of giving the Indians entered in the forthcoming Tourist Trophy race his personal attention. The designer of the Indian was surprised at the large attendance, in view of the fact that the meeting was held in the middle of the week.

Thirty riders started in the April Handicap, for machines up to 670 cubic centimeters piston displacement, the distance being about 8½ miles. A. Oberlander, N. S. U., who was given 3 minutes 54 seconds handicap, made excellent use of his long allowance and won easily at an average speed of 46½ miles per hour. The real fight was between A. E. Woodman (Indian) and J. F. Crundall (Humber) for second place. Crundall had 1 minute 9 seconds and Woodman only 42 seconds, but the latter succeeded in cutting down the big leads of the other long markers and nipped Crundall right on the tape. Lee Evans and C. E. Bennett, both on Indians, were on scratch, but the former fouled a spark plug and Bennett retired with a ripped tire casing.

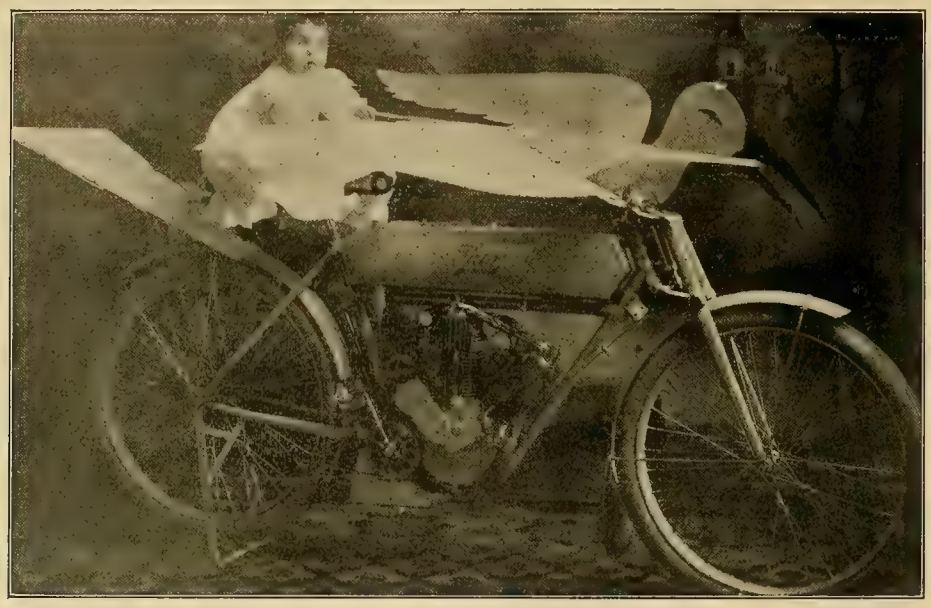
In the April Handicap Woodman went to the post at odds of 10 to 1, but his excellent showing brought the odds down to 2 to 1, while Moorehouse, another Indian rider, was quoted at 8 to 1. There were a number of takers on Woodman, and the lad made good. The Weybridge Handicap, which was for machines between 500 and 1,000 cubic centimetres piston displacement, attracted 15 starters, with C. R. Collier and H. V. Colver, both on Matchless machines, on the honor mark and J. P. LeGrand, Rex, with the limit of 1:18. Woodman had 1 minute 3 seconds and his Indian simply ran away from the field, his winning average being 61¼ miles per hour. Moorehouse, on another Indian, with 12 seconds, finished second. F. W. Dayrell, J. A. P., was third, H. H. Bowen, Bat, fourth, while Bennett and Evans, whose Indians had been placed on 21 seconds, ran a dead heat for 5th place.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

MODERN "STORK" GETS GASOLENE

Specimen of the New Breed is Photographed by Dr. Dolder—Solves a Venerable Mystery.

Modern ideas have served to surround the true mission of the stork with some little confusion, but it is still a matter of no question at all that the presence of the agile and ubiquitous bird, whether his visits are welcome or otherwise, in some way is directly connected with the great and glorious cause of preventing the extinction of the human race. The real matter of doubt is, and always has been, as to whether the stork follows the doctor or the doctor follows the stork. Many childish minds have struggled with the quandary, and some of older growth as well. But the accompanying illustration proves conclusively that neither view of the matter is the correct one. It makes it perfectly plain that they arrive together.



DR. DOLDER'S CONCEPTION OF THE UP-TO-DATE STORK

Dr. F. C. Dolder, of St. Charles, Minn., is responsible for the illustration, which, as is evident, is of an allegorical rather than a categorical nature. From the doctor's conception it is evident that the flight of the stork is no mere figure of speech, but that it partakes of the celerity which only the most modern forms of transportation permit.

In the Spring Number of the Bicycling World Dr. Dolder related how his patients are in the habit of requisitioning him when in need of his services. "Can't you come on your 'flying machine,' doctor?" he says they telephone to him—which, in the present connection, may indicate something of the general nature of his practice. As to his success, witness the present lusty burden of the Thor mounted stork! While it differs from the stork as usually represented in picture, it nevertheless is a true prototype of a valuable modern breed.

Exonerated for Killing Cycle Thief.

Policeman Robert E. Ferris, of the Gates avenue station, Brooklyn, who shot and killed Morris Brownfield, a bicycle thief, when the latter made an attempt to escape on May 3d, after stealing a bicycle and being commanded to stop by Ferris, and who was held under $3,000 bond on a charge of homicide, was discharged Tuesday, 10th inst., by Magistrate Harris in the Gates avenue court. It was proved in court that Brownfield had been arrested and convicted three times before, while Ferris always had borne an enviable record, and was in the discharge of his duty when Brownfield was shot. Assistant District Attorney Ross, in summing up, stated that he believed Ferris was doing his duty, whereupon Magistrate Harris discharged the policeman without hearing all the defense. While the community is benefited Ferris is the loser, as it cost him $250 to hire a lawyer to defend himself. Some misguided sentimentalists who witnessed the shooting raised an undue amount of fuss or Ferris never would have been arrested. At the time of his incarceration he technically was suspended from the force, but after his honorable discharge by Magistrate Harris, Deputy Police Commissioner Walsh announced that there would be no trial before the Police Commissioner. Had Ferris not been exonerated, New York's police system would be largely impaired.

Atlanta Has a Lady Motorcyclist.

Although motorcycles have been familiar on the streets of Atlanta, Ga., for a number of years, the first lady motorcyclist made her appearance this week. She was Mrs. T. C. Butler, Jr., sister-in-law of "Dick" Jemison, the sporting editor of the Constitution. Her mount is a twin Curtiss.

PLANS A UNIQUE R. F. D. CONTEST

Kansas Motorcycle Mail Carrier Seeks to Prove Himself the Fastest—Ingenious Rules Are Proposed.

If Kansas farmers receive something of a shock within the next few days on discovering that their local mail carrier has developed a propensity for hurrying by without so much as pausing to exchange weather predictions, they need not lay it to the influence of the comet, nor speculate on the probable nature of a new ruling of the Post Office Department. Neither hypothesis would be correct; the carrier merely is in training for the R. F. D. motorcycle service race which soon is to take place, if the plans of R. E. Terry, of Bavaria, Kan., whose official title is R. F. D. Carrier No. 1, are brought to successful fruition.

International chess championship matches in which contestants, after studying out each move for two or three days, cable the play to their over-seas opponents, are madly thrilling exhibitions of dashing tactics and rapid maneuvering in comparison with the all-over-the-state match which the Kansas postman has framed up in mental perspective. Someone who writes for a local newspaper somewhere or other in the state was incautious enough to refer to another carrier, whose route is at Inman, as the fastest carrier in the state. That provoked Terry's ire, and he forthwith issued a challenge and uttered the rules of the contest which he hopes to have carried out.

It is proposed that on a certain day each carrier who rides a motorcycle shall make out a special declaration on the completion of his round, stating the time of starting, number of pieces delivered, number collected, number of money orders, stamp sales, number of miles traveled, number of stops and time of arrival at office. This declaration is to be certified to the postmaster and at once mailed to an umpire, who, after a perusal of all the certificates, will determine who the fastest carrier in Kansas really its. Needless to add, Terry is certain that he is qualified to uphold the prestige of his official designation in every respect, and that after the certificates have been compared it will be found that he stands No. 1 on the list in addition to having premier position in the carriers' roster for his district.

Long Island's Spring Motorcycle Run.

Entry blanks were issued this week for the Long Island Motorcycle Club's 150 miles spring run on Sunday, June 12th. The start will be made from the Queensboro Bridge plaza, Long Island City, and the turning point at Patchogue, thereby giving the riders a route over both the north and south shores of Long Island. Entries are being received by Otto W. Jeck, 139 Twelfth street, Long Island City, N. Y.

TO SAN FRANCISCO AND RETURN

Two New Jersey Cyclists Undertake the 8,000 Miles Journey—Pleasure and Not Records Their Object.

Sherman C. Haberle and George Adams, two well known bicycle road cracks and members of the Plainfield Cycling Club, left Plainfield, N. J., Monday morning last on what doubtless will prove an adventurous journey—a round trip across the continent. Haberle, who holds the mile amateur road record in 2:02, and Adams, who also has made a good showing in races in this vicinity, have started on a bicycle trip to San Francisco, Cal. They will not, however, proceed directly across the continent, but will go by the southern route, which is less favorably known, particularly by cyclists.

Haberle and Adams received a good send-off when they left Plainfield on Monday, 9th inst. All the members of the club were on hand to wish them a good trip and accompany them a part of the way. Their bicycles are equipped with tourist cases and they also carry a rubber and a woolen blanket for sleeping outdoors, besides other necessaries. The two Plainfield riders are not out to break speed records, but simply to see the country as it should be seen, and with that object they will proceed at a leisurely pace. From Plainfield they will go to Washington, thence to Indianapolis, Memphis, Galveston, Phoenix and thence to San Francisco. On their return trip they expect to follow the popular and more direct route of transcontinental record-breakers.

Indians Sweep Kop's Hill Clean.

In the London Motor Cycling Club's annual hill climb on the elevation known as Kop's Hill, Saturday, 30th ult, Prince Risborough, Indian machines scored a clean sweep in the only class to which they were eligible. This was in Class 3, for machines more than 350 and not exceeding 1,000 cubic centimeters piston displacement. The results were derived by formula—the weight of the machine and rider being divided by the time multiplied by the cubical capacity in centimeters. W. O. Bentley took first prize, his figure of merit being 1.27, W. H. Wells was second, with 1.14, and Dr. C. J. Stanley third in 1.07. All rode 5 horsepower Indians. S. G. Frost, Minerva, was fourth and G. Lee Evans and C. J. Seed, who were astride Indians, finished respectively fifth and sixth. Gold, silver and bronze medals were awarded. Although only 1,050 yards long, the incline was rather steep, having a gradient of 1 in 4.

Hotelkeeper Hangs up a Trophy.

Fred Taral, 2306 Broadway, New York City, proprietor of the Monogram Hotel, has offered to the New York Motorcycle Club a diamond medal to be known as the Taral trophy and to be competed for in a 200 miles run from New York to Hudson and return on Sunday, May 22d. The run will start from 2306 Broadway at 7 a. m., and will finish at the same place at 7 p. m., the running time being 12 hours. There will be four checking points—Poughkeepsie going and coming, Hudson and New York—in addition to a secret control. The schedule is arranged on a basis of 19 miles per hour. All starters will receive an initial credit of 1,000 points, from which points will be deducted for early or late arrivals at controls, and all contestants finishing with 950 points or over will be awarded bronze medals. The entry fee is $2.50 and entries close May 21, with F. B. Widmayer, 2312 Broadway.

Syracuse Makes Sidewalk Discovery.

Despite the fact that it is a city of some 133,000 inhabitants and embraces an area of 16 square miles, Syracuse, N. Y., has no ordinance to prevent bicyclists and motorcyclists from riding upon its sidewalks. The belated discovery last week led to the introduction in city council of an amendment to the general ordinances including such prohibition. Alderman Lorenzo D. Tyler presented the amendment and it was referred to the committee on Rules, Ordinances and Legislation. There is not the slightest doubt but that it will be passed.

Practically every village of any pretensions in America prohibits the use of its sidewalks by cyclists and motorcyclists, and it popularly had been believed that Syracuse had such an ordinance. Numerous persons have been arrested and fined in the police courts for riding bicycles on the city sidewalks. The point was raised in court a few days ago that there was no ordinance relative to the subject, and two men who had been arrrested were discharged. What action will be taken by others who have been fined is not apparent.

C. R. C. A.'s Twelfth Spring Century.

With a course slightly different from that of previous years, the Eastern Division, Century Road Club Association, will hold its 12th annual spring century run on Long Island roads Sunday, June 5th. Instead of starting from Brooklyn, the divisions will leave Columbus Circle, New York City, proceeding over the Queensboro Bridge to Long Island. The course will be to Jamaica, Freeport, Babylon, Hicksville, and return via Seaford, Hempstead and Valley Stream. The regular division, with J. M. Mitchell as pacemaker, will start at 7 a. m., while the fast division, headed by S. R. Morrison, will make its departure at 7.45 a. m. A handsome silver loving cup will be presented to the club with the largest number of entries, while each survivor will qualify for a sterling silver medal of special design. Entries may be made with Sylvain Segal, chairman, 100 West 88th street, New York City.

MAX, HE STARTS FOR THE PACIFIC

He Wears Skates, but Abe, His Convoy, Rides a Bicycle—Turruble Undertaking of Two Boys!

In contrast with Weston, the 71-year-old pedestrian, whom Mayor Gaynor welcomed a short time ago after his long hike from Los Angeles to New York City, Abram Levine and Max Brody, two youngsters, left the City Hall, New York City, Monday afternoon last, 9th inst, on a transcontinental journey that should end in San Francisco about the same time transatlantic aeroplane journeys become the order of the day.

For be it known that Maxie intends to make the long journey on roller skates, while Abie—he will ride a bicycle. At first glance it might be supposed that Abie has the easier job; but not at all, if the truth be told. Abie's bicycle is loaded with all of Max's extra skates and clothes and food and a hundred bottles of medicine. And—whisper this softly—the equipment also includes a 22-caliber revolver and a pocket hunting knife.

Before they resolved to become knights of the prairies Max and Abie lived at Paterson, N. J., the former at 23 North Main street and the latter next door. Reading so much about Weston's walking stunt, Max and Abie, who are 16 years old, decided they would go the old man one better by making the journey on roller skates. At least, Max so decided, and as his friend Abie possessed a bicycle it was easy enough to persuade him to go along as commissary department. Max will use four pairs of skates—two of the bicycle pattern and two of the ordinary four-roller type for use on smooth streets.

They had armed themselves with a letter of greeting from the Mayor of Paterson to the corresponding official in San Francisco, and thought that as long as they were going through New York they might as well call upon Mayor Gaynor. New York's chief magistrate is a champion "hiker" himself; and after the two boys had hung around the City Hall for an hour or two and caused a crowd to collect he consented to see them start. Max, who tops the roller skates, was so flustrated by this honor that when taking his departure from City Hall Park he turned to look for Abe, and fell and nearly soiled the pretty all-red suit of theatre clothes he was wearing.

If no Indians and bears were encountered in Van Cortland Park and the great beyond Max and Abie should be well on their way, and if they go far enough they may meet the ghost of Court Edwards, the Californian who started a year or so ago to ride a unicycle to New York and who, with his bugle and his umbrella still may be on the road, for all the world knows.

IS CIRCUMCYCLING THE GLOBE

Another 'Round-the-World Tourist Bobs up, in Sydney—Tells Australians About His Adventures.

Dranoel Trawetes, who, despite his name, insists that he is a journalist from Spokane, Wash., has arrived in Sydney, N. S. W., after a rough steamer voyage from Aukland. Trawetes is doing a cycling 'round-the-world stunt.

According to the tale he told the Australian newspaper men, Trawetes, after a somewhat checkered career in North and South America, was offered the sum of $10,000 by the Commendatore S. Frola, of Turin, Italy, if he would ride a bicycle around the world in five years. The conditions were that he was to start without money, and support himself by the sale of souvenirs, journalistic work, photography and lecturing.

Trawetes stated that he left Turin on December 27, 1908, the day before the memorable earthquake at Messina, riding to Naples, where he took the boat to Bombay. Then he rode to Madras and Calcutta. In the hill country at Darjeeling he broke the bicycle on which he started, but a tea planter exchanged one with him. The natives were friendly, but the climate trying.

From Calcutta Trawetes took boat to Colombo, and did Ceylon. Then he caught the R. M. S. Mongolia and went to Freemantle, his first port of call in Australia. From there he rode right across the Victoria desert, thus performing what he considers his best feat so far on the journey. He had to carry water and concentrated foods, the latter consisting of grape nuts, pea soup, sausage, concentrated malt, figs, and stoned raisins. He highly recommends the last named for their sustaining properties. He also carried quinine, permanganate of potash, boracic acid powder, and a tonic of strychnine, bromide of sodium and peppermint.

At Yudnamuntana, in South Australia, Trawetes again was unfortunate in breaking his bicycle, and he had to take the train to Broken Hill, where he secured another mount. Thence he rode through South Australia to Adelaide and Melbourne. While in the 90 miles desert the adventurer had the unpleasant experience of being lost for three days, this being the first occasion of the sort.

After leaving Melbourne Trawetes went to Tasmania, and in Hobart his third bicycle received its baptism of destruction, getting the worst of an encounter with a cart. The firm owning the cart, however, generously had the bicycle repaired. From Tasmania the unknown discoverer took the boat to the Bluff, New Zealand, and spent some time in the dominion.

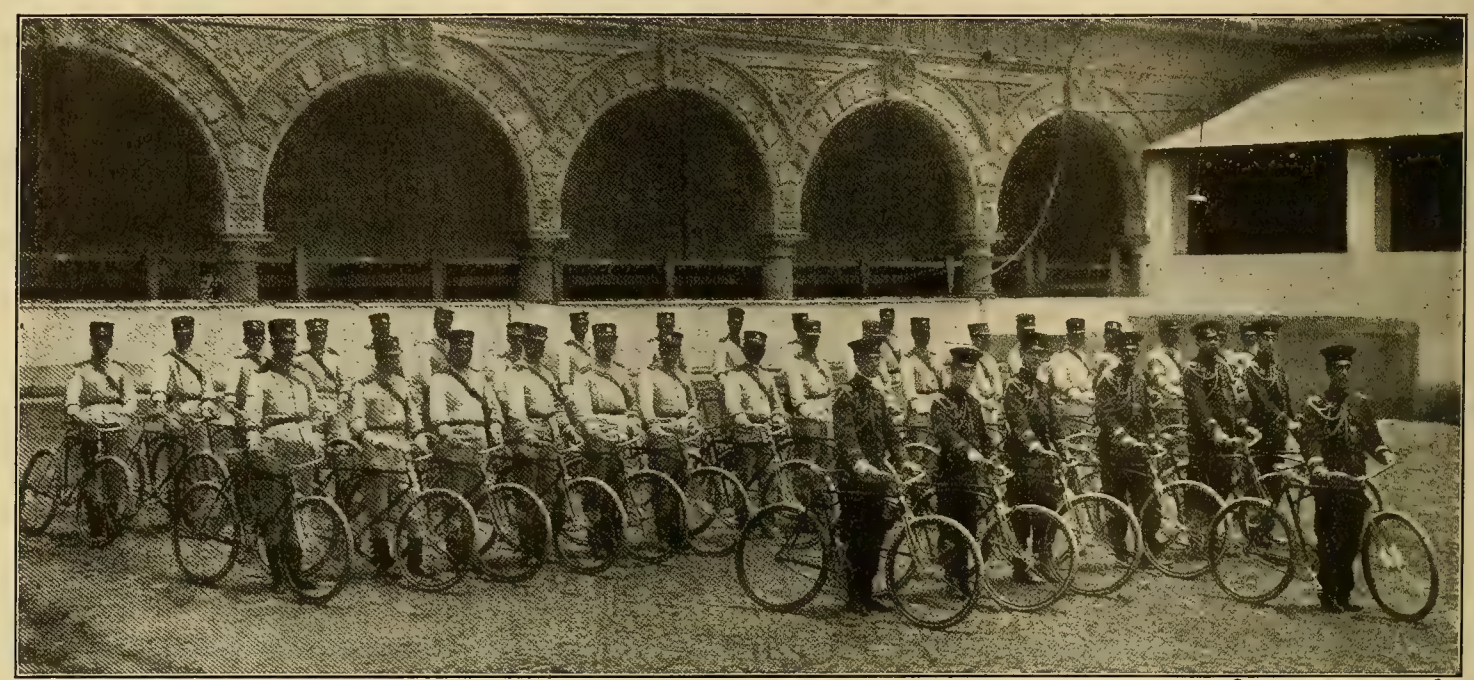
While in New Zealand, Trawetes, as the guest of the Westland Scenic Society, accompanied Dr. Teikelmann to the glacial country in Westland (N. Z.). New Zealand, according to Trawetes, is a land of sand flies and rain, or mosquitoes and dust. There is plenty of beautiful scenery, however, and very interesting toring.

While knocking about New Zealand, Trawetes met R. Astley, brother of a well known Australian record-holder, and he will accompany the circummundane journeyman the remainder of the journey. From Sydney they will ride to Melbourne and back and then to Brisbane and Port Darwin. Afterwards they will proceed to China and Japan, America, Africa and the balance of Europe. Their arrival in America, no doubt, will be during the summer.

MEXICO CITY'S CYCLE SQUAD

Police Department Efficiency Enhanced by Bicycle Equipment—Extends Efficient Radius and Aids Prompt Action.

Characterized by a progressiveness which marks it as one of the foremost municipalities of the world, Mexico City, Mex., is a city which appreciates the value of the bicycle and uses it in practical service. All visitors to the Mexican metropolis are imprsesed with the enterprise and brisk activity that pervades it, and the municipal officers are not behindhand in maintaining an efficiency of administration that keeps pace with the commercial life around them. In the police department a high estimate is placed on the bicycle as a means for greatly increasing and extending the efficacy of the police force in the performance of its duties. As shown by the accompanying illustration, the city's police cycle squad is by no means a small one. The machines are Iver Johnson truss frame bicycles, equipped with spring forks, and their use not only makes possible the covering of long "beats" but permits the prompt arrival of a number of the policemen in case of trouble. For a city where Spaniards, "greasers," Mexicans and "gringos" mingle with persons from everywhere else in the world, Mexico City is enviably low in its proportion of crime and violence, and this result is largely attributed to the known promptness and capability of the police department, of which the cycle squad is regarded as one of the most important features.



MEXICAN POLICE CYCLE SQUAD WITH AMERICAN-MADE MOUNTS

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

DEVELOPMENT OF THE CHAIN

Part the Bicycle Played in Effecting its Improvement—Some of the Present-Day Methods of Manufacture.

Trundling a useless bicycle along a dusty road on a hot summer's day, the cyclist is pretty apt to have positive and tumultuous ideas about the unsatisfactory nature of the driving chain. If the chain had not broken his ride would not have been spoiled, is a concentrated and expurgated version of what is running through his mind. But as a matter of fact, is it the part of wisdom to condemn the chain so readily? Just for instance: How many times does the chain break for every mile traveled that it does not break? Or, even supposing that it does require more attention than a ball bearing, which is completely housed and protected from dust and dirt, Is it not true that the average chain is a truly remarkable device?

The standard half-inch pitch bicycle chain of today has a breaking strength of 2,000 pounds—notwithstanding the contrary opinion of the cyclist who is paddling along home on foot with a broken one flung across his saddle. It weighs from 3 to 4 ounces per foot, and it will run with satisfactory results up to a speed of 800 feet per minute, and under certain conditions at even greater speeds. When a chain gives way it is proof positive that an enormous strain was put upon it suddenly—a far greater strain that ever it was intended to bear under ordinary conditions; either that, or else it proves that, through neglect, the parts have been weakened by corrosion.

As a matter of fact, the sprocket chain is one of the numerous mechanical developments for the evolution of which the bicycle is directly responsible. Before the day of bicycles, chains of this sort were in small demand and had but a limited use. Their use to-day is in remarkable contrast, while the extent to which the art of chain construction and design has been developed is no less extraordinary.

From bicycles to motorcycles, from motorcycles to automobiles, and incidentally out into the broad field of mechanical engineering in an immense variety of applications, the use of sprocket chains has spread. So that what once was considered merely a handy way of getting around the necessity of securing mechanical transmission of power from the crank hanger to the rear wheel, today has become a useful and highly prized system, ranking above other methods under certain conditions of service.

In a lecture recently delivered before the Incorporated Institution of Automobile Engineers, Mr. A. S. Hill, an expert who has been closely identified with the development of chain driving systems, told his London hearers some of the facts already cited, and many others also. For example, he called attention to the extreme nicety which is demanded in the construction of even the ordinary bicycle chain.

"Some idea of the accuracy required in building up such a chain," he said, "may be appreciated when it is realized that a standard half-inch pitch cycle chain 56 inches in length contains 560 distinct pieces, has 112 joints, and that the whole length is guaranteed within a limit of 1-32 of an inch, which only permits an average limit of 0.0003 inch per joint.

"This example, it is believed, will amply demonstrate not only the care which has been maintained in the manufacture of this type of chain gearing generally, but also the proficiency which has been attained by manufacturers in its production. There has, in fact, probably been as much research and improvement of methods, both in regard to design and construction, in reference to the manufacture of driving chains, as any subject occupying the minds of production specialists.

"Efforts have not been confined to the design and manufacture of the chain alone, for without at least equal study expended on the joint components of a drive (namely, the chain wheels), much of the work on chain design and construction would have been in vain. True it is that this side of the subject was for a long time much neglected, and treated by mechanical designers with but scanty consideration. However, for the last few years at least, thanks in no small measure to the insistency of the chain manufacturers, their particular importance has been generally recognized."

With regard to the roller type of chain, which has come into such general use in motorcycle construction, Mr. Hill brings out a number of interesting structural points.

"For many years the rivets were made of mild steel with shouldered ends, and case-hardened, the permanent fixing into the outside plates being performed with the ordinary hammer, thus necessitating a limit to their degree of hardness. Modern practice of the best manufacturers is to use nickel steel, case-hardened and with recessed ends, the last feature permitting, with the aid of pneumatic hammers, a secure fixing of practically dead hard ends.

"Bushes or sleeves are of mild steel of a good case-hardening quality, carefully reamered in the hole and machined on the outside to ensure concentricity.

"The rollers are made of similar material to the bush, and are likewise carefully case-hardened to that degree which proves best to withstand shock and prevent liability to fracture when in actual use.

"The side plates are blankings from a high quality of steel which has been cold rolled, with a tensile strength of from 70 to 90 tons to the square inch, and which is particularly difficult material to work. The links are pierced within a limit of 0.0005 inch of pitch and reamered, the latter process being necessary in order to procure a perfectly smooth and parallel hole. The rivets and bushes are a forced fit into the reamered holes of the outer and inner holes, respectively.

"Experience having proved the roller to be the first component to give out under hard wear and tear, the author believing this to be due in no small measure to the grain of the material being transverse to the diameter, designed the 'Wormo' roller. These are produced from a flat strip of metal coiled into tubes; the fiber, therefore, of the metal follows the circumference of the roller, the chain being less liable to split or burst when in use. It is found that the chains fited with these rollers, on new wheels, are somewhat quieter than those fitted with rollers made from the steel bar, which is no doubt due to the peculiar method of construction.

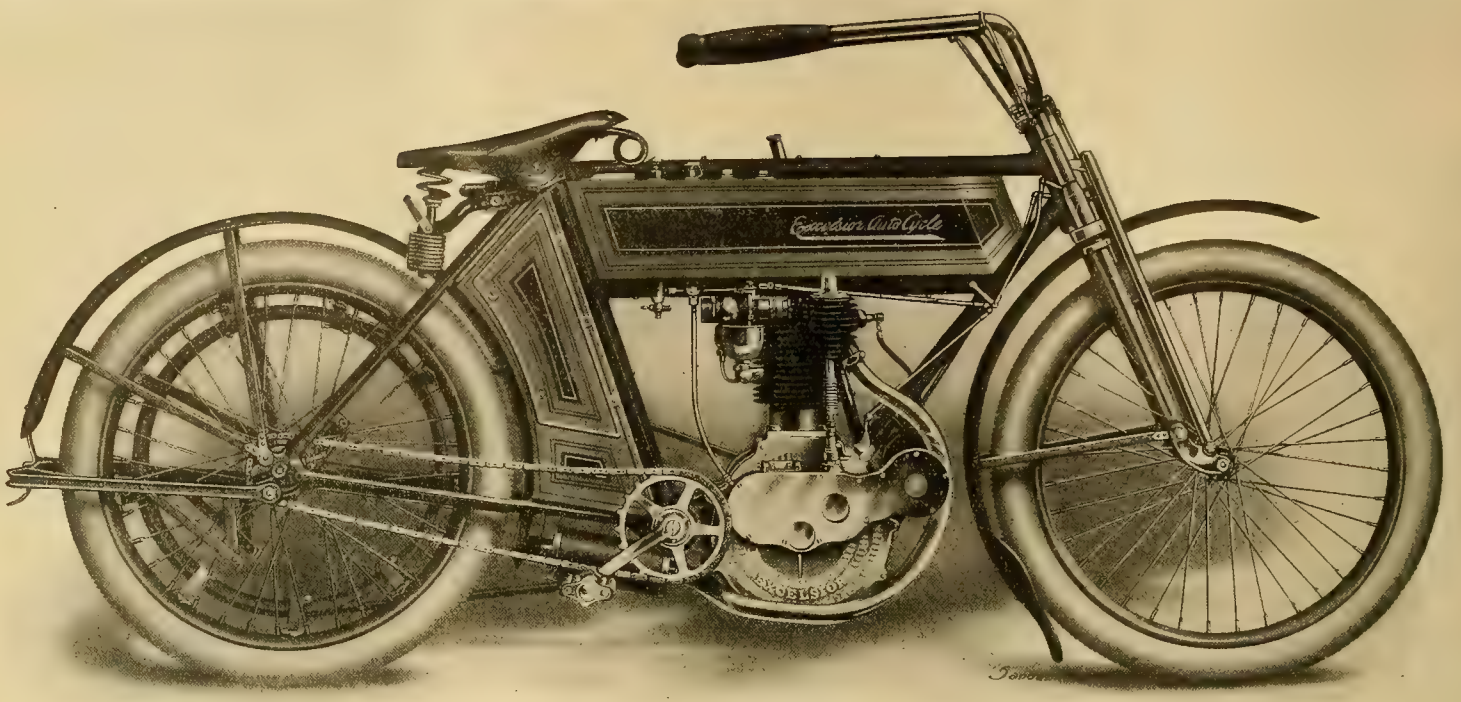
"With the intent of reducing the components of single roller chains to the minimum, the integral form of alternate links is interesting. The plate is originally a drop forging, machined all over to shape, so that when assembled the roller takes its bearing on the bush, or sleeve, which has been formed on the machined forging. This method of construction reduces the components by one-fifth, but the process of manufacture is obviously more expensive than those chains previously described, and only meets a want where price is not the main consideration; the pull is steady and the drive strictly in alignment."

With reference to the general application of chain drives, regardless of the exact nature of work to which they happen to be applied, he sets down a few considerations which are important. The chief points which will appeal to engineers are given as follows:

A chain drive is positive. Its efficiency is high. Tension is not necessary to make the chains grip their wheels, as is the case with belts. The minimum of journal friction, and, therefore, a more economical use of power than any other mechanical means of transmission. In the case of "inverted tooth" chains, quietness compared with other forms of tooth gearing.

Under favorable circumstances, careful tests have shown that for the chains only an efficiency as high as 99 per cent. can be obtained, whilst for the complete drive, when well mounted, efficiencies of 96 and 97 per cent. have been obtained.

While maintained efficiencies of 94 to 96 per cent. are the rule for well designed drives under average conditions, several factors must always be considered to ensure such results. Among them are: (1) speed of chain, (2) ratio between wheels, (3) position of drive, (4) efficiency of lubrication, (5) distance of centers, (6) proportions of the chain and wheel teeth, (7) continuous or fluctuating load, (8) size of chain relative to power transmitted, and (9) design of bearing.



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When big road contests are held, we do not especially prepare and equip one machine for that event, but the steady, consistent service of all

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leads enthusiastic owners to enter in numbers confident of results. In the New York Motorcycle Club's Single and Double Century Run, on May 1st, six Excelsiors started in the 200-mile class, three Excelsiors started in the 100-mile class. All finished with Perfect Scores. At the same time, Stanley T. Kellogg and Shelton Sturges rode 330 miles in 12½ hours without an adjustment or repair of any kind.

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WHAT TO DO IN CASE OF ACCIDENT

Why Knowledge of First Aid is Worth Having—Some of the Commoner Inquiries and Treatments.

That accidents will happen in the best of regulated families is an uncontrovertible truth, and the frequent recurrence in the daily papers of that stock phrase "died before medical attention could be summoned" drives home the force of the argument, that every person should acquaint himself with the rudimentary essentials of first aid to the injured.

Particularly is this true with bicyclists and motorcyclists, for although the record of accidents is less than is occasioned in other ways, as proved by statistics, it follows that the bicyclist and motorcyclist has perhaps as great or greater reason for such knowledge than other persons, for the very simple reason that because of the character of the vehicle, when accidents do occur they frequently happen at racemeets or in road races or in remote places where it is not always possible to secure prompt medical assistance.

Collision with trolley cars and automobiles are of such frequent occurrence that no person knows when a knowledge of first aid will be a valuable asset. If the person possessing such information is too grievously hurt to assist himself, if he knows what to do, he may at least direct the efforts of others. Or the rider may unexectedly be called upon to assist an unfortunate fellow rider; or he may through his practical knowledge be enabled to play the role of good samaritan and assist some less fortunate fellow, and perhaps save a life. A knowledge of first aid to the injured is equally as important an attribute as being able to swim, and perhaps more so.

Shock.

One of the first things for a beginner in first aid to learn is the prime importance of recognizing and treating shock. The definition of shock is a depression of the nervous system, and may be slight or profound, according to the constitution of the person and the extent of the injury received. In slight injuries the symptoms may be hardly apparent, while a form that would very well illustrate a severe case of shock would be that following a serious railroad injury, and which could hardly be mistaken. There is no other condition which so closely resembles death. It is very necessary that shock, or collapse, be given immediate attention, for if there is no reaction within a certain time (about an hour) the patient will succumb to heart failure. If the constitution of a person be quite sensitive, however, a fright may be sufficient cause to produce shock.

The symptoms which would denote that shock is present are as follows: There is apathy, partial or complete unconsciousness. The breathing is feeble, the face is pinched and anxious looking; the eyelids are in a drooping position; the eyes are lustreless, sunken deeply and turned upward, the pupils generally being dilated. The pulse may be absent at the wrist, or, if noticeable, is rapid, irregular and weak. The skin is cold and pale; the surface of the body is covered with a cold perspiration, the forehead being covered with large beads of sweat. The skin is sometimes so cold that the person shivers. The mind may wander, and the fingers and nails may be of a bluish color. While articulation is difficult, there is no paralysis present. The sensibility to pain may be so blunted that an operation can be performed without the patient suffering.

When reaction sets in the color and warmth slowly return, the eyes become brighter and the mind clearer; the pulse becomes stronger, and the patient seems more interested in the surroundings. Vomiting is regarded as a favorable symptom, and is usually a sign that reaction has commenced. Reaction does not always insure the safety of the patient, however, as it may be interrupted by hemorrhage or failure of the heart—and death. In cases where there is an injury to the head, the reaction may be so intense as to produce serious cerebral diseases, such as inflammation or congestion of the brain; for this reason the patient should be watched carefully, and the excessive reaction taken care of by applying cold to the head and warmth to the extremities and placing the person in a sitting position.

Treatment of Shock.

Loosen the clothing and ascertain whether hemorrhage exists, or whether there is some other symptom present requiring treatment before the attention be turned to the shock. Unless there is something else very necessary to attend to, the shock should receive the first treatment.

If possible, the patient should be conveyed to a place nearby, where the treatment may be better performed. While being removed, the head should be kept as low as, or somewhat lower than, the body, or the extremities may be raised, so as to help the flow of blood to the brain. If possible, four persons should carry the patient, one for each extremity, care being taken not to let the body sag. If one or more bones of the extremities be fractured, a temporary splint may be applied while transportation is being made. After the place selected has been reached, the patient should be carefully stripped of clothing, cutting it away, if necessary, to avoid delay. He then should be placed in a warm bed, his head still being kept low.

The next thing to be done is to apply warmth to the surface of the body, and, if no hemorrhage exists, internal stimulation. The first may be accomplished by applying hot water bottles, bags of hot salt, hot bricks wrapped in paper, etc., to the extremities, under the armpits, between the thighs, and to the pit of the stomach, but not to the head, as the heat may cause congestion when reaction occurs. Dry heat is the essential element. The heat should not be so intense that burns or blisters are caused, for it must be remembered that the person is not in a position to say whether or not the heat is too great. A hot plate enveloped in a cloth may be placed over the region of the heart, and, if unusual vomiting occurs, mustard plasters applied over the stomach. Friction is invaluable in exciting the circulation, and should be resorted to when heat in other forms cannot be applied.

The internal stimulation is governed by the condition of the patient. If able to swallow, he should be given about two teaspoonfuls of whisky or brandy, with a small amount of hot water, or, better still, hot milk; this may be repeated every ten or fifteen minutes, until four or five doses have been taken, or reaction becomes apparent. When the latter occurs, the above stimulation should be lessened or discontinued. Excessive amounts of liquor should not be given, as it might cause undue vomiting and encourage excessive reaction. If several large doses have been given with no effect, it is a sign that the stomach is unable to absorb the liquid; its further administration would be useless. If the person is not able to swallow, the liquor should not be forced down, as this might cause strangulation. In cases where the fluid cannot be given through the mouth, a tablespoonful or more of the liquor in half a cupful of warm milk or water can be introduced into the rectum by a syringe, and may be repeated every fifteen or twenty minutes; also pint injections of water as hot as can be borne by the hand. One half the amount of alcohol diluted as above would be a substitute for the liquors, if the later are not to be had. Beer and ale, containing but two or three per cent of alcohol, would be worse than useless, simply filling up the stomach, with no satisfactory result. A small amount of spirits of ammonia or ether, or about four or five drops of nitrite of amyl, on the palm of the hand, or on a handkerchief, and placed under the patient's nose has a decided stimulant effect. Warm turpentine rubbed up and down the spine can be used with benefit, if it does not bother the treatment already begun. Stimulants can also be administered very effectively with the use of the hypodermic needle, but this should not be attempted by the layman. In desperate cases, artificial respiration may be resorted to, but when a patient reaches such a state that this becomes necessary, it is very doubtful whether it will prove of any avail. It does not hurt, however, to try this means, as a person's life is well worth trying to save.

When the reaction has set in (if it is not a fatal case), some form of nutriment may

be administered in small quantities, if the patient cares to take it. It must be of a sort that can readily be absorbed, for it would not be wise to call on the strength of a person to digest food, when he needs all that he has to overcome the effects of the accident. Warm beef tea, or milk, or a sip of kumyss, taken occasionally, will be found quite sufficient for the time being.

Contusions.

A contusion is an injury inflicted upon a portion of the body by a blow from a blunt instrument, also from a fall, or severe pressure, and resulting in the lacerations of blood-vessels (usually small) and other structures beneath the skin, the latter remaining unbroken.

The subcutaneous escape of blood is immediately followed by swelling and discoloration of the skin; the color being at first black and blue, then green, yellow and so on until the the extravasated blood is removed by absorption, and the affected part regains its normal color and appearance —usually within two weeks. A black eye is a familiar example of a simple contusion.

In severe contusions, although the skin may at first be unbroken, the soft tissues are often so badly injured, that death of the affected structures (gangrene) follows.

In contusions which extend deeply into the tissues, the discoloration may not appear for a number of days.

When a contusion is followed by very rapid and extensive swelling, in which pulsation can be detected, it indicates that a large artery has been divided.

Treatment of Contusions.

Slight contusions need no special consideration. In those of a more severe nature the treatment depends upon the time that elapsed since the injury, and its gravity. If seen early, the indications for treatment are: (1) To prevent the further escape of blood in the tissues; (2) to counteract the pain, shock, or inflammatory action that may follow; (3) to preserve the vitality of the part which may be endangered in severe contusions; (4) to promote the absorption of the blood which has already escaped. Number one can be met by the use of hot (not warm) or cold applications, the latter proving more effective—particularly if used in the form of ice broken into small pieces and placed in a rubber bag made for this purpose, or in a bladder or towel, and applied to the part and retained only until hemorrhage is controlled. Although ice is valuable in checking the extravasation of blood, it should be used with care and not in all cases. In slight contusions, however, where the vitality of the affected tissue is impaired, the use of ice, by still reducing the vitality, may cause gangrene of the parts. Compresses soaked in dilute alcoholic solutions of whiskey, brandy, cologne, arnica, camphor, etc., or solutions containing acetate of lead (sugar of lead), carbolic acid, alum, vinegar, lemon-juice, or common salt, are also very efficatious. Elevation of the part affected diminishes the tendency to the further escape of blood. If shock accompanies the contusion, it is to be treated acording to directions given in a previous chapter.

In severe contusions, where the vitality of the part is greatly impaired by the obstruction to the circulation due to the escape of blood into the tissues and consequent swelling, the temperature of the part is lowered, and cold should not be used. The local application of warmth is then indicated, and should be applied in the dry form, as bottles filled with hot water, a bag with bran or oatmeal which has been heated, or whatever form of dry heat can be easily and quickly obtained, will answer. The part



should also be surrounded by woolen cloths or any fabric that will serve to retain heat, and if a limb is the part affected, it should be slightly elevated.

Wounds.

A wound is an injury of the outer tissues in any part of the body, associated with more or less division of the skin and deeper soft structures, and produced by some mechanical agent.

An incised wound is one made by a sharp instrument, as a knife, or piece of glass. The edges of the wound, when brought together, fit accurately, and completely close the opening.

Hemorrhage constitutes one of the principal dangers of this form of injury.

Lacerated wounds are made by stones, falling against sharp metal edges, etc., and produce more or less destruction of the tissues about the wound, the edges being torn and ragged.

Punctured wounds are inflicted by instruments which are sharp and narrow-pointed, such as a bayonet, a broken spoke, a long splinter, which might have been torn from a fence that was smashed by a rider going through it, etc. Although the openings are quite small, the wounds usually penetrate to a considerable depth, and may injure important blood-vessels and vital organs.

A contused wound is one in which the division of the soft structures is associated with contusion at the point of injury.

Healing of Wounds.

Although the healing of wounds is divided into a number of different classes by surgeons, it will be sufficient for us to recognize but two of them—union by first intention, and union by second intention, or granulation.

Union by first intention usually occurs when the edges of the wound fit together nicely, and are not displaced by hemorrhage or improper dressing; when foreign bodies are removed and the wound properly cleaned, and the injured part kept quiet. It is always desirable to obtain this result, which, besides other advantages, prevents disfiguring scars.

Wounds associated with considerable destruction of the tissue, as in lacerated wounds, heal by second intention, or granulation. The first step of nature is to remove the destroyed and useless tissue about the wound by the process known as suppuration, or "maturation," and sloughing. After the wound has been thus cleaned, granulation becomes apparent; little conical shoots about the size of a pinhead, and pinkish in color, are found filling up the cavity of the wound. These little bodies are very vascular, and when excessive in size, and too rapid in growth, they rise above the surrounding part, and are commonly known as "proud flesh." After granulation has entirely filled the wound, the upper surface becomes smooth, shining and red, which appearance is the result of what is known as cicatrization, and is called a scar or cicatrix. The scar gradually becomes even whiter than the normal skin, and undergoes more or less contraction. The glands of the destroyed skin are not reproduced in the scar, consequently hair does not grow from the new formation.

Treatment of Wounds.

The treatment of a wound consists of the following indications: Arrest of hemorrhage; examination of the wound and removal of all foreign matter; support and protection of the injured part; and rest. The variety of hemorrhage should be determined, whether arterial, venous, or capillary, and arrested in the way described in the chapter on that subject.

A careful search should be made for foreign bodies, which, if allowed to remain, would interfere with the proper healing of the part. Pieces of clothing, splinters, etc., should be picked out with clean fingers or forceps, and the wound then cleaned with a disinfecting solution, or, if this cannot be obtained, pure water, or, better still, water that has been boiled.

If the wound be one of the incised class,

the edges may be brought together closely and accurately, and retained in this position by applying over the wound a compress made of antiseptic gauze, preferably, then holding the parts together by strips of adhesive tape. This is a temporary dressing for the proper closing of the wound by sutures or stitches, which holds the edges closely together and favors accurate union. The strips of plaster should not entirely surround the limb, as this would interfere with the circulation. They should be applied with spaces between them, so as to allow any pus which may form to have a free exit. The proper way to apply adhesive tape is to place a strip on one side of the wound, bring the edges together, and then fasten the other end of the plaster on the opposite side of the wound. It should not be placed over the cut all at one time, as this would not allow the proper closing of the wound. In removing adhesive plaster, both ends should be loosened at the same time and carried from the wound, thereby preventing the separation of its edges, which interferes with the healing process.

Great care should be taken that the compresses which support the wound are made of some clean, soft material, such as linen, muslin, lint, flannel, absorbent cotton, or, best of all, antiseptic gauze, which can be bought at any drug store.

The compress should be held in place by a bandage, which also helps to keep the edges of the wound together and prevents hemorrhage. Dressings should be undisturbed until healing takes place, unless they become offensive, or constitutional symptoms occur.

Lacerated wounds, which are associated with more or less destruction of the tissue, heal by granulation. Efforts should not be made to bring the edges closely together, or in direct opposition, as this might interfere with the proper escape of discharges; otherwise the same dressings should be applied as in incised wounds. Owing to the very vascular condition of the face and scalp, lacerated wounds of these parts, if not too severe, heal by primary union, or first intention, and should be treated as incised, until some evidence of suppuration or sloughing appears.

If a punctured wound is caused by a long splinter, the latter should be removed if possible, but not if it is liable to cause further injury. If the main portion of the splinter is removed, and there remained smaller pieces at the bottom of the wound, no attempt to remove should be made unless they come out without injuring the surrounding tissue. In a case of this sort the skill of a surgeon should be called upon.

Wounds of the abdominal walls are very dangerous, particularly so if the injury extends to the abdominal cavity, the external opening being large enough to allow of the escape of the bowels or intestines. If this occurs, the mass should be covered with clean cloths, wrung out in warm or hot water, for protection, until the arrival of the surgeon. Over this application should be placed other material, which tends to retain the warmth and offer general support. A wound of the abdominal walls which does not enter the cavity, although dangerous, should be treated as an ordinary wound. The shock which accompanies wounds of this nature must receive the proper care.

Wounds of the thorax or chest are often associated with injury to the lungs. Should this complication exist, it can be recognized by pain and irritation, coughing, difficult breathing, spitting of blood, and the appearance of blood and mucus, and sometimes air at the external opening.

When this condition is present, the external opening should be closed and a compress and bandage firmly applied, and the patient placed in a recumbent position. Should great distress follow, the dressing should be removed and the patient turned over on the side corresponding to the wound, thus favoring the escape of accumulated blood in the chest, which was the probable cause of the oppression. Rest is absolutely essential to the proper healing of wounds, and should be insisted upon, particularly if the injury is of a serious nature.

Fined Justice Fines Councilman.

When it comes right down to cases there is more real pull in the strong arm of a Belmar (N. J.) policeman than there is in the political prestige of a borough councilman. Policeman Hopkins proved it when he reached out for Councilman F. S. Hutchinson, who was riding a bicycle on the sidewalk in violation of an ordinance that Mayor Gibbs insists must be enforced. Hutchinson demurred and protested volubly when the policeman took him before Justice Crego, who took keen delight in imposing a fine of $2.50 and costs. The reason for Justice Crego's jubilation is that some time ago he was mulcted a similar amount by the Mayor, for a like offence.

Boy Bicycle Scout and His Message.

The craftiness exhibited by England's boy cycle scouts in carrying dispatches from one point to another more than once has been remarked. During some recent maneuvers it was the duty of one of the boy scouts to carry a message from one town to another, and on his way he was held up by the opposing forces, who searched him and his bicycle to find the secret letter. Their search was of no avail, however, for the letter was all the time lying snugly concealed between the cover and the tube—rather a unique hiding place.

Extra-Ordinary Sight Gathers Crowd.

How quickly a crowd can be collected in New York City was exemplified the other day when a lad not out of his teens managed to get hold of an old-fashioned ordinary bicycle, in running order, but minus tires. This did not deter the youngster, however, and he rode the machine up and down Broadway between Columbus Circle and Lincoln Square, relieving the monotony by indulging in impromptu brushes with taxicabs, messenger boys on bicycles and horse driven vehicles. A crowd of several thousand people collected at Columbus Circle and for a time threatened to tie up traffic. The policeman stationed there hit upon the happy idea of threatening the youth with arrest if he didn't remove himself and bicycle, and, the cause betaking himself to another street, the crowd melted.

"Brown Bundle" Was Bruin—Honest!

LeGrand Van Wagenen, of Whitfield, Ulster County, N. Y., is a truthful person, and therefore no one doubts his story of the experience he had one day last week, while riding his bicycle on one of the highland roads. Seeing a huge bundle of brown fur lying alongside the roadway, Van Wagenen thought some passing automobilist had lost a robe and he got off to secure it. He clutched it firmly, but jumped back when the "robe" showed signs of life. As the sleepy bear rose Van Wagenen didn't hesitate a second. He ran for his bicycle, which had been left standing against a tree, and broke all speed records from that place to his home. Then he roused the villagers, and an armed posse set out in search of Bruin, and, as usual in such instances, did not find the miscreant.

Military Cyclists' Tack-Tics.

Gen. Sir Charles Douglas is a firm believer in the value of military cyclists, and when he commanded a division at Aldershot he organized some cyclist maneuvers on rather a large scale, says a foreign paper. He arrived at one position and found a troop of men calmly sitting beside a bank watching an opposing force of wheelmen rapidly approaching them. He called the attention of the subaltern in command to the fact that he was in danger of being cut off from his main army, and the reply considerably surprised him. "Don't you worry, sir! I have peppered that road with sixpenny worth of tin tacks. Wait till they get off to repair their punctures and see me round the whole of them up in next to no time!"

Faked Passport to Please Customs Men.

By way of showing how easily some customs officials can be satisfied, the experience of one cycling tourist when leaving France and entering Belgium is cited. The rules required that the number of the bicycle be stated in the passport, but that particular bicycle was not blessed with either name or number. The tourist substituted a name by which the machine could be identified, but this did not meet with the approval of the uniformed officials at the frontier. Finally the bicyclist took out his knife and scratched several numbers on the black enamel of the frame and made a corresponding entry on the "permis de circulation." The officials were satisfied and allowed him to pass.



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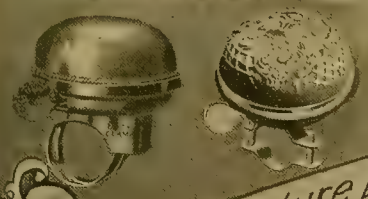
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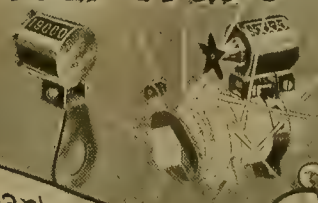
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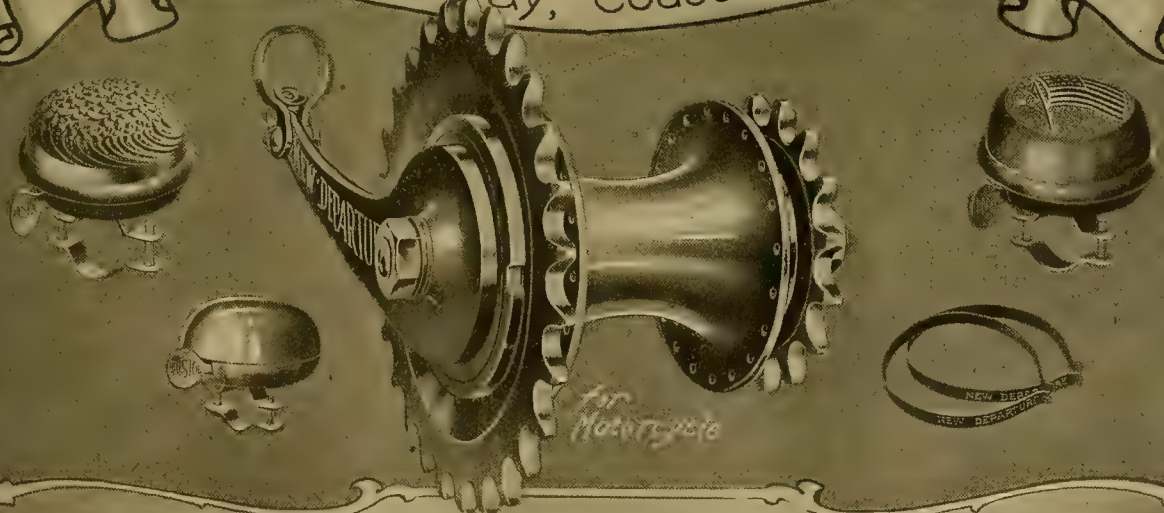


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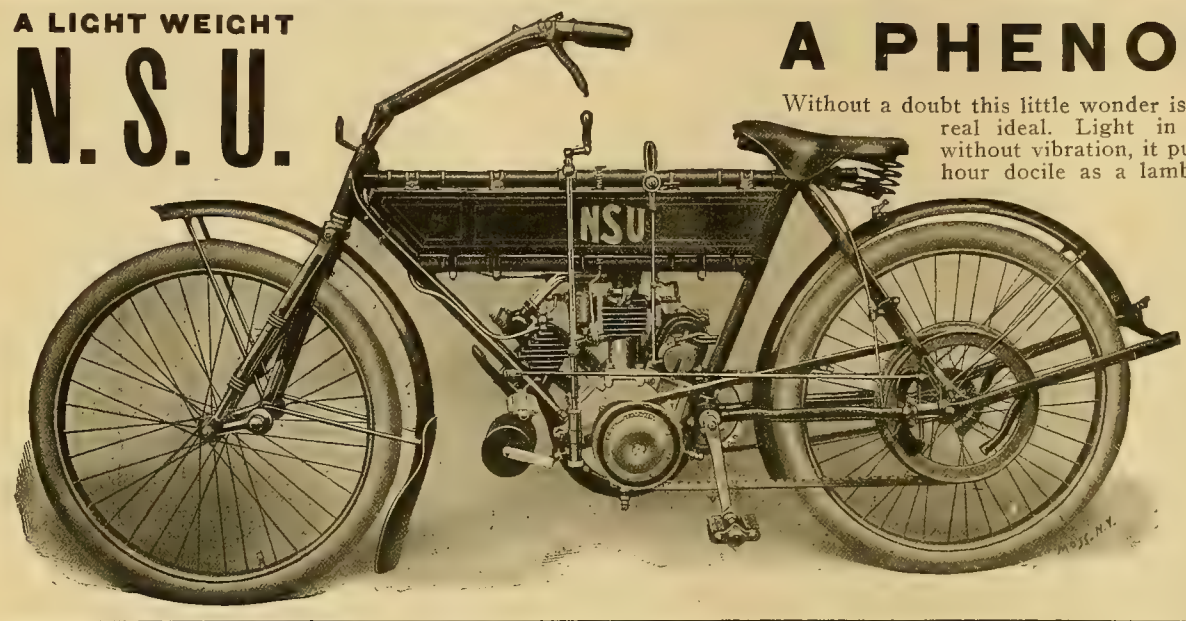
Compliance with the dog ordinance of Montclair, N. J., by William R. Wellington of Valley road undoubtedly contributed to the loss of his new bicycle Sunday last, May 1st. He had left it on the sidewalk. His dog, Bounce, was near, wearing a muzzle. When Wellington came out bicycle and dog were gone. "A boy rode off on your bicycle," said a neighbor. "Your dog chased him and kept trying to pull him off the wheel, but with that muzzle on Bounce couldn't get a grip." Nearly an hour afterward the dog returned. "Where's my bicycle?" asked Wellington. The dog barked and trotted off. His master guessed what Bounce meant and followed him. Bounce led him to a patch of woods on the Verona side of the mountain near the golf grounds. There Wellington found a bicycle graveyard. It contained rims, tires, spokes, handlebars, frames, tool bags and bells. Wellington picked out the handlebars, bell and tool bag of his machine. Many bicycles have been stolen in Montclair recently. The thieves undoubtedly took them to the woods and exchanged parts, so as to make them unrecognizable.

Lockjaw Due to Wood Pavement.

A London hospital doctor blames wood paving for the increase in the number of cases of lockjaw. He says that it is more likely to harbor tetanus germs than is the surface of stone paving or asphalt, and, being smooth and slippery in wet weather, is more productive of falls, especially to bicyclists and motorcyclists. The increase of lockjaw cases is, according to this authority, coincident with the growing use of wood paving.

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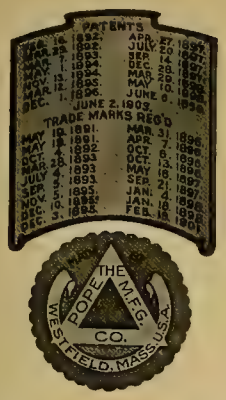
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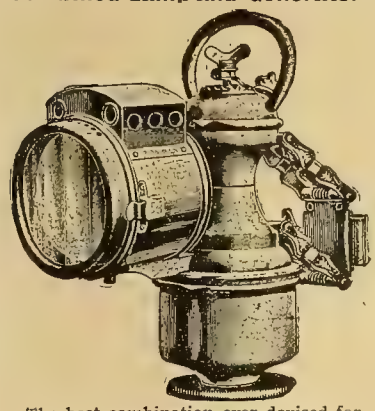
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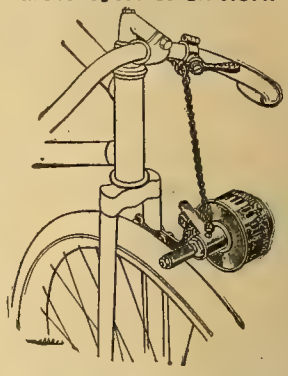
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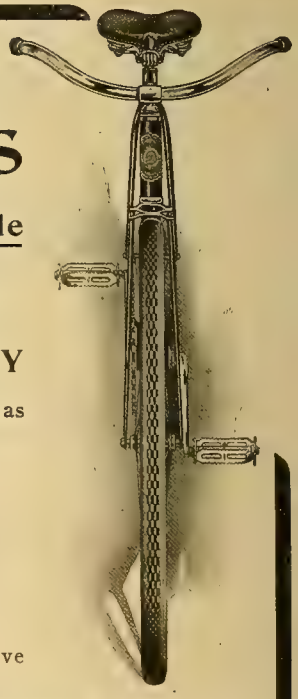
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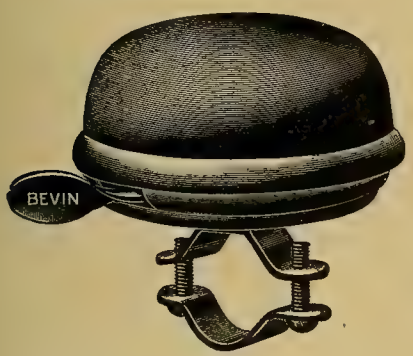
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946,640. Metal Wheel Hub. George Mannes, Toledo, Ohio. Filed May 26, 1909. Serial No. 498,545.

1. In a wheel, the combination of a hub sleeve having spoke securing flanges at its ends, spokes attached to said flanges and having portions exposed interiorly of the flanges, and a supplemental sleeve encircling the first mentioned sleeve and having its ends provided with notches for receiving the contiguous sides of the exposed portions of the spokes.

947,073. Bicycle Lock. Frank Conta, Dacono, Colo. Filey Sept. 22, 1909. Serial No. 518,023.

1. The combination with a tubular frame bar of a bicycle, of a lock embodying a cylindrical lock case adapted to slide within said bar, a bolt having a projecting shank of the bolt, substantially as and for the purpose described.

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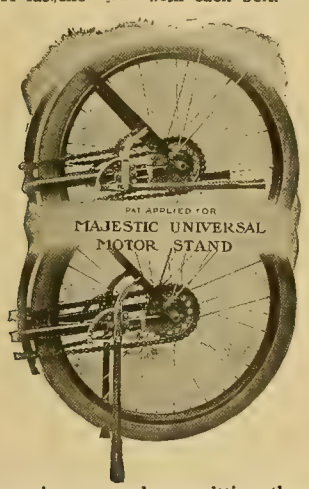
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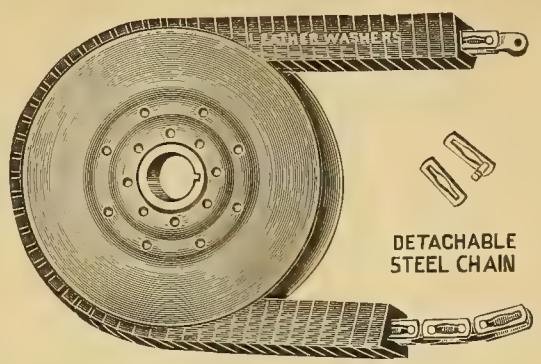
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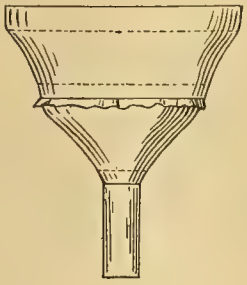
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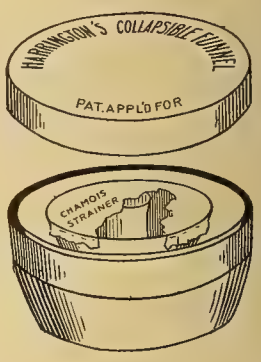
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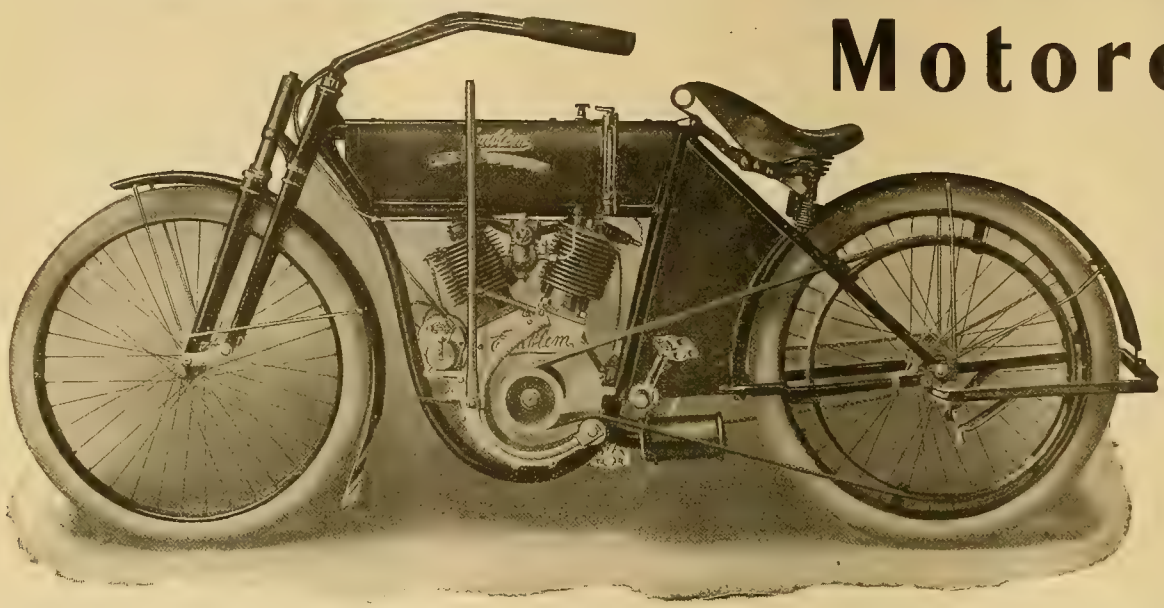
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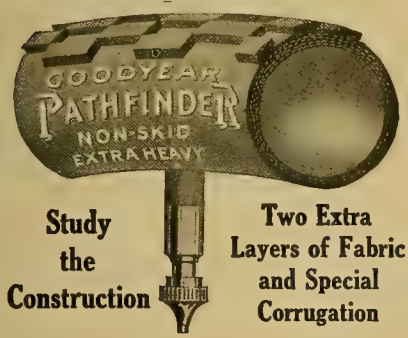
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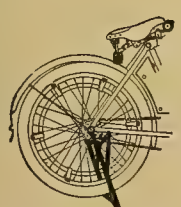
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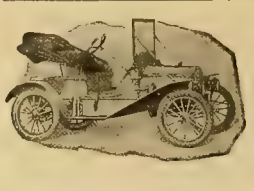
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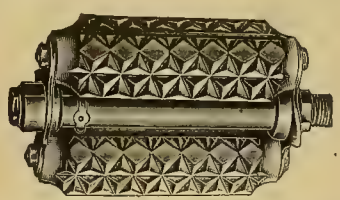
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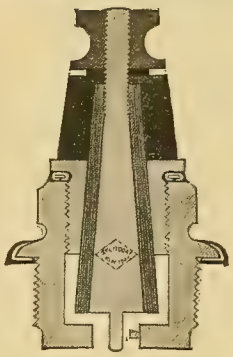
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You will find they are equipped with the

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WHY?

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For Safety and Service
It must be a SOLAR

That's the verdict of the users of 80 per cent of the high-grade American bicycles.

The test of experience has proved them to be the quality lamps for every purpose—the only lamps absolutely reliable and dependable at all times.

You should have Solars on your bicycles.

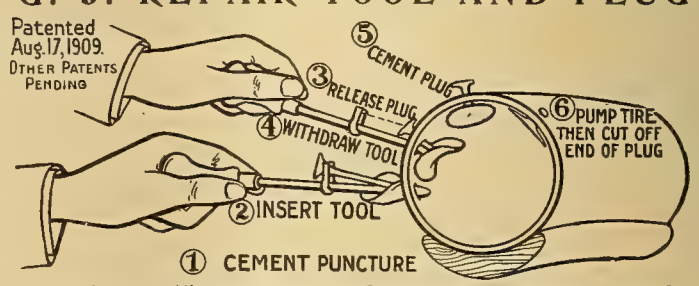
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The Repair of Single Tube Tires
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G. J. REPAIR TOOL AND PLUG



No burning or cutting necessary. Outfit put up in boxes with 100 plugs for the trade, or with one dozen plugs for the rider. Write for prices.

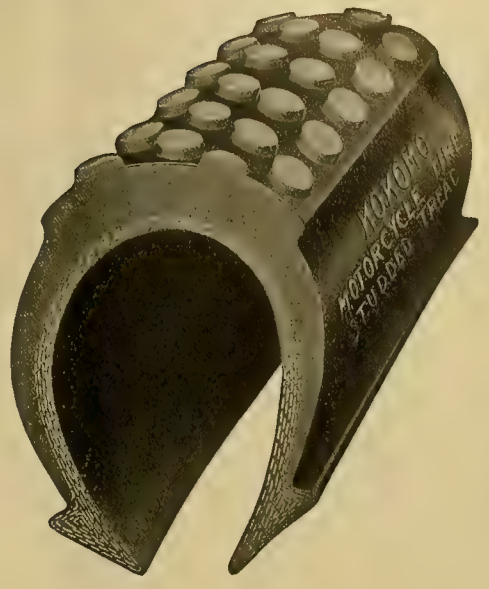
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FISK
Quality

SERVICE DEPARTMENT

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THIS SERVICE DEPARTMENT is in general charge of a Fisk factory expert who gravitates from one station to the other, giving advice as to the latest and most approved methods of tire handling. It has brought many a recruit to the compact army of Fisk followers. Courteous and intelligent treatment and expert workmanship have reflected the character of the entire organization, of which the service is a part. The result has been another satisfied user of Fisk products.

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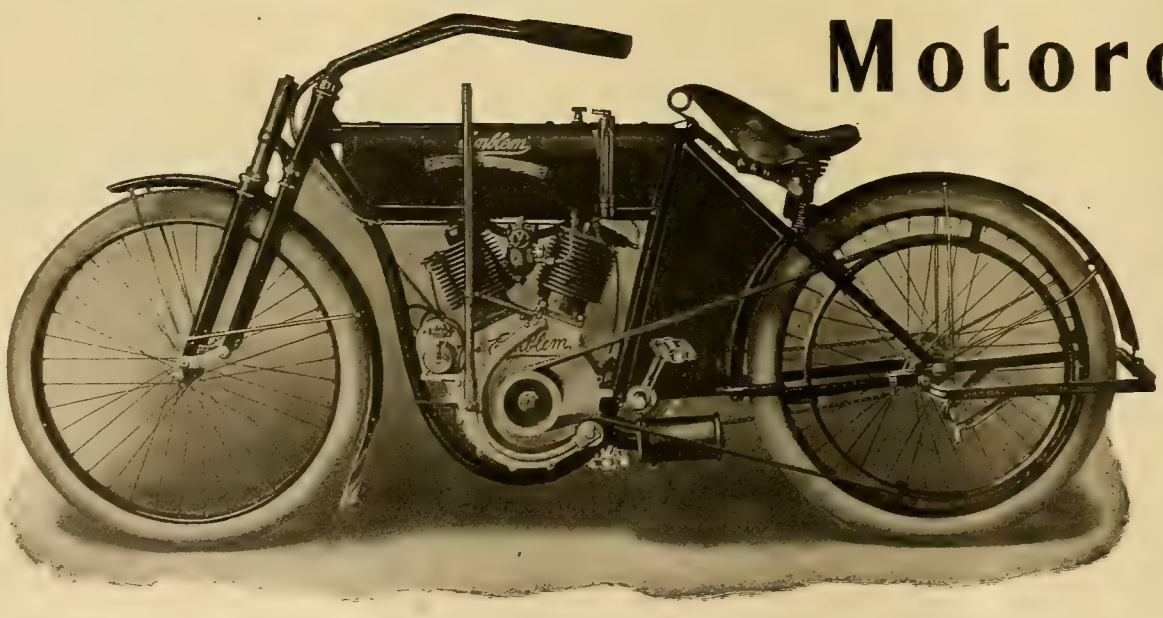
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Full length triangularly reinforced frame; ball bearing engine; large valves; interchangeable ignition system; copper tanks; horizontal saddle post—these are only some of the Emblem features.

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has been so frequently demonstrated that it has now become an axiom with all riders of national reputation. They won't take chances on anything else. The further fact that

all the leading motorcycle manufacturers of the country specify G & J Tires

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unquestioned leader in the world of motorcycling.

You cannot get anything better.

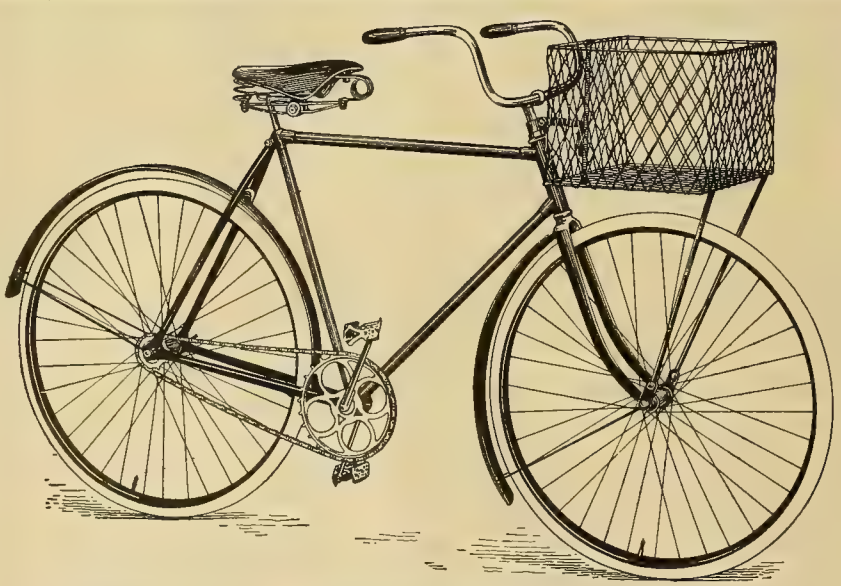
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G & J TIRE COMPANY, Indianapolis, Ind.

You motorcyclists who are about to select your tire equipment for the coming year. Take the word of one who has tried them. He will tell you that—

MORGAN & WRIGHT TIRES ARE GOOD TIRES

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Dimensions of Carrier: 18 inches wide, 12 inches long and 10 inches deep.

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HEAVY SERVICE
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Just what the name means in every sense of the word. ¶ A necessity in every retail business.

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A Few Features:

Outside joint frame—19 ga. tube—tandem spokes, 36 front, 40 rear—motorcycle front hub, rear to match—Diamond 37 chain—steel rims—two-piece hanger, mechanically correct and proved, etc.

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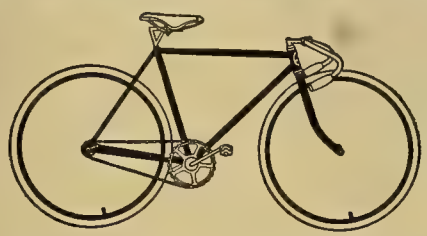
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POPE BICYCLES

Reputation and Quality Are Valuable Assets in Any Retail Business

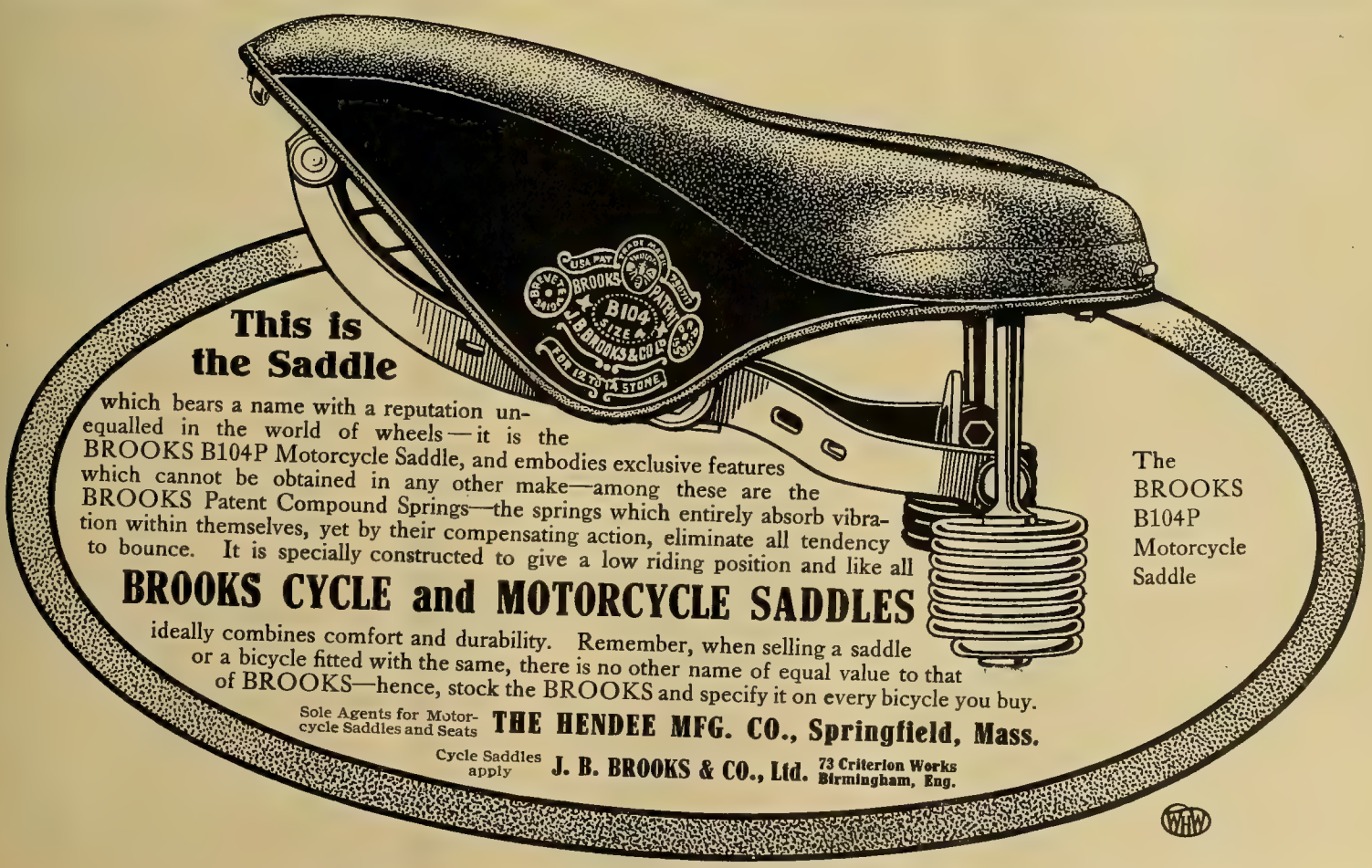
No one will deny that POPE BICYCLES are the best known. Every man whether he rides, or intends to ride, or has no thought of riding, KNOWS POPE BICYCLES. Those who ride them know they are the best; those who do not think they are. The word bicycle and the name Pope are so closely associated that to think of one is to recall the other. The prestige that goes with the name Pope is of incalculable value to the dealer who handles Pope Bicycles.



As in every other line of business there are bicycles made on the principle of "not how good but how cheap." These are often sold by a dealer when his customer would as readily have bought a bicycle of standard quality. The dealer who values his reputation and is trying to build up and maintain a permanent business will always sell a good article in preference to one whose only virtue is its cheapness.

Pope Bicycles are machines of Standard Quality. Every sale means a satisfied customer. The Pope Trademark alone often makes argument unnecessary. It pays to sell POPE BICYCLES.

THE POPE MANUFACTURING CO., Hartford, Conn.



This is the Saddle

which bears a name with a reputation unequalled in the world of wheels—it is the BROOKS B104P Motorcycle Saddle, and embodies exclusive features which cannot be obtained in any other make—among these are the BROOKS Patent Compound Springs—the springs which entirely absorb vibration within themselves, yet by their compensating action, eliminate all tendency to bounce. It is specially constructed to give a low riding position and like all

BROOKS CYCLE and MOTORCYCLE SADDLES

ideally combines comfort and durability. Remember, when selling a saddle or a bicycle fitted with the same, there is no other name of equal value to that of BROOKS—hence, stock the BROOKS and specify it on every bicycle you buy.

The BROOKS B104P Motorcycle Saddle

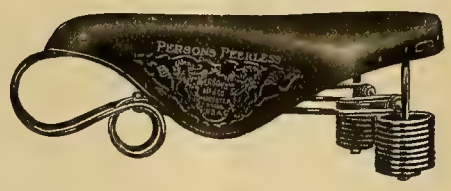
Sole Agents for Motorcycle Saddles and Seats **THE HENDEE MFG. CO., Springfield, Mass.**

Cycle Saddles apply **J. B. BROOKS & CO., Ltd.** 73 Criterion Works Birmingham, Eng.

When any bicycle or motorcycle manufacturer asserts that his is a high grade machine, it is easy to discover if he really means what he says by ordering it equipped with a

PERSONS SADDLE





There are no "cheap" saddles in the Persons' line. Every Persons saddle is a high-grade saddle, which means that it costs more than the "other kind." That's the chief reason why they are not the universal equipment. The bicycle and motorcycle manufacturers all know that P-E-R-S-O-N-S is but another way of spelling Unquestionable Quality.

PERSONS MFG. COMPANY, Worcester, Mass.

Bosch Equipped Motorcycles Victorious, London to Edinburgh Reliability Trial

In the London to Edinburgh Reliability Trial conducted by the Motorcycle Club of England, Friday and Saturday, May 13-14th, a distance of about 400 miles to be covered in 23 hours, the three Bosch equipped Indian motorcycles which entered the contest finished on time and won gold medals.

This is the type of "the proof of the pudding" which contests and races (particularly of reliability and endurance sort) show regarding the Bosch Magneto.

Specify Bosch When You Buy

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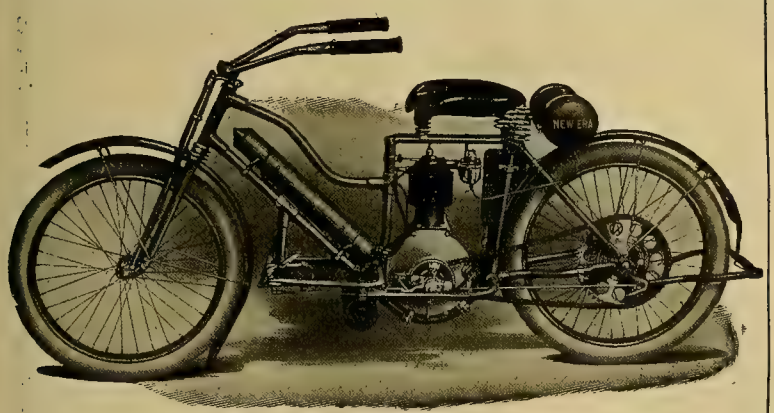
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It's the Happiest Combination of Comfort, Safety, Speed, Durability and Fuel Economy

DON'T mistake it for an ordinary motorcycle—it's extraordinary. The only two wheel automobile on the market—the only motorcycle without pedals, without the old fashioned saddle, without vibration, worked without work. WHY? HOW? Its motor—an air cooled 3½ and 5 H.P. single cylinder—is started by means of a crank, like an automobile—in a few seconds, without pedaling.



No Saddle Soreness Either

for the form seat—leather upholstered, and the position of it, between the wheels—prevents it. The foot-board helps lots. No hill too high, no street too crowded for the New Era with its two speed transmission, which makes the rider the master over every emergency. Our catalogue tells the rest. Shall we send it?

THE QUESTION REMAINS:

DO YOU WANT THE "NEW ERA" AGENCY?

Write us today.

The New Era Auto-Cycle Company

No. 2 Dale Avenue DAYTON, OHIO



It's the New Rubber In this Tire

that makes it so easy to repair, either by plugs or vulcanization—

And prolongs its life far beyond that of the ordinary tire.

And *this* makes new tire customers for you and keeps old customers loyal.

Only the finest grade of *new* Para rubber, as nearly pure as will vulcanize properly, is ever used in a Goodyear Pathfinder Single Tube Bicycle Tire.

Instead of using the best rubber obtainable, we could use cheaper grades. It would be easy to substitute rubber that costs one-third of what we pay, or we could use even "reclaimed" rubber from the junk pile.

But it wouldn't make a tire that lasts—and it wouldn't make a tire that can be repaired. It wouldn't make a **Goodyear Pathfinder.**

The fabric used in the Goodyear Pathfinder is a special, closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

There's a whole lot more money in selling a tire that lasts, and can be repaired, than the other kind. When a tire goes to pieces before it has given any service, it makes the customer *sore*, no matter how little he paid for it. He forgets that.

But 600 dealers—one to a town—in all parts of the country are making money and increasing business on the Goodyear Pathfinder Single Tube Tire.

That ought to mean something to *you*.

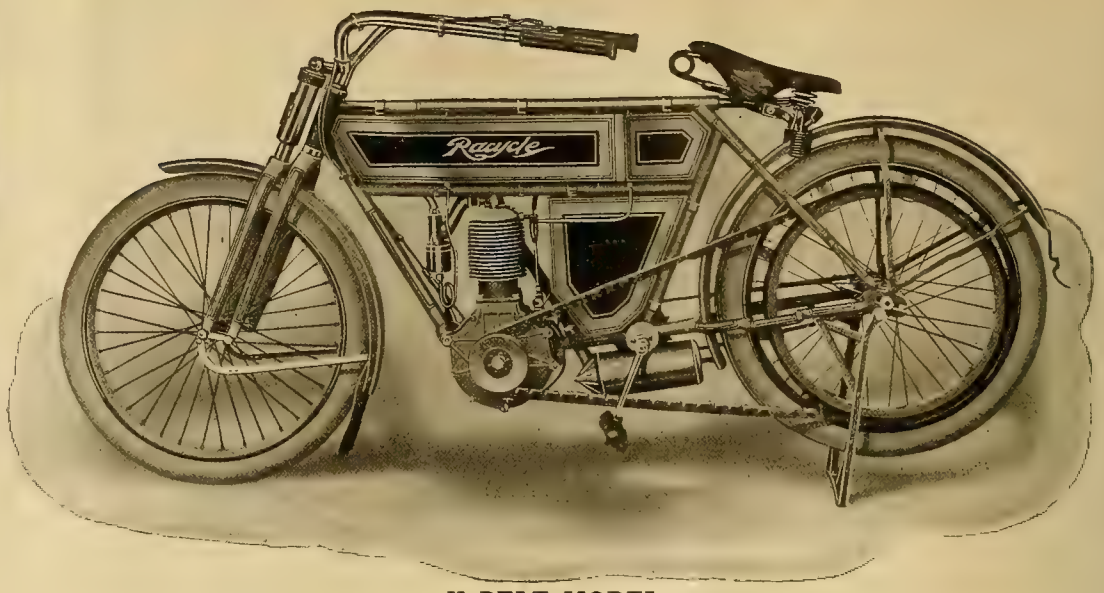
Write us if we are not represented in your town. Get our proposition.

The Goodyear Tire and Rubber Company

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Four Horse

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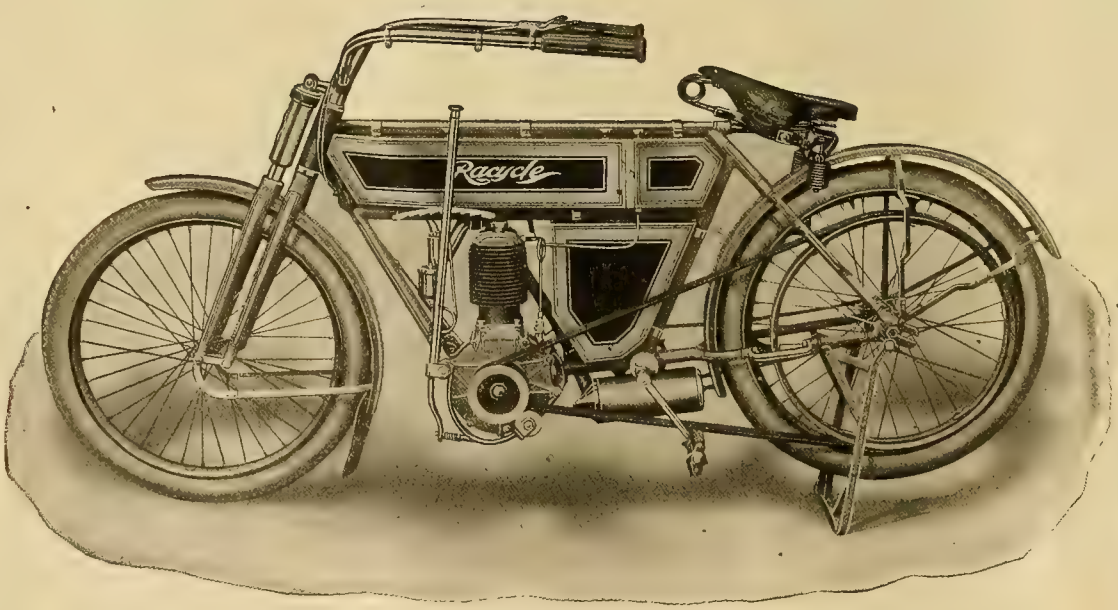
"The Motorcycle That IS a Motorcycle"

THE Racycle

"The Motorcycle That IS a Motorcycle"

If not, write to us immediately. There may be a chance for you.

THE MIAMI CYCLE & MFG. COMPANY, Middletown, Ohio



Four Horse

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. New York, U. S. A., Saturday, May 21, 1910. No. 9

CYCLE SHORTAGE GROWS ACUTE

Jobbers and Dealers Demanding More Machines than the Factories Can Supply —Big Orders go Begging.

Not only has the bicycle business for this season exceeded that for many years past, but it transpires that a positive and serious shortage of bicycles exists. Indeed, such is the demand for bicycles that there is scarcely a maker but who is to some extent behind his orders, and in not a few cases the makers are refusing big orders for no other reason than that they cannot fill them and at the same time take care of those whose orders already are in hand. It is no longer a case of the factories trying to sell bicycles, but of the customers trying to get them.

Probably the most serious pinch is felt by a number of the big Western cycle jobbing houses, who, having already sold more bicycles than they expected to dispose of during the entire year, are crying for more. In three instances jobbing concerns of this kind, who were exceedingly independent a few months ago and refused to pay the price asked by a prominent factory for the latter's jobbing models, recently have been "shopping around" and even begging for the privilege of getting these same machines at the price originally asked or at a slightly higher figure, if necessary to insure quick delivery. The proffered orders run well into the thousands, too, and not long ago would have been considered choice "plums" for any factory to get.

"We don't care a bit when somebody cancels a bicycle order," explained the selling chief of one of the big companies, "because it helps us to make some other customer happy by giving him more machines or quicker delivery than he otherwise would get. Cancellations are so few and far between, however, that we do not get enough of them to save the gray hairs we are getting in trying to satisfy customers' requirements."

Seward to Supervise Kelly-Racine.

William Seward, Jr., who has been representing the Federal Rubber Co. in Chicago, Ill., and who in previous connection with the Hartford Rubber Works Co. and the Michelin Tire Co. has had a wide experience both in the production and the selling end of the tire business, has resigned his connection with the Federal company to become factory manager of the Kelly-Racine Rubber Co., of Racine, Wis., recently organized by C. F. U. Kelly. The plant, which now is in course of erection, will be equipped under Seward's direction.

Starr Moves up in Pope Establishment.

F. W. Starr has been appointed assistant manager of the Pope Mfg. Co.'s bicycle plant at Westfield, Mass. Starr has been acquainted with Pope bicycles from their very first day, having been an office boy for the Weed Sewing Machine Co. when that concern produced the first Columbia. For the last several years he has represented the Pope company on the road.

Federal Rubber Branch in Georgia.

The Federal Rubber Co., of Milwaukee, Wis., has established a Southern branch at 170 Peachtree street, Atlanta, Ga. It is in charge of G. M. Seewald, formerly of the Alexander-Seewald Co., and who for ten years previous was in the service of Morgan & Wright.

Marsh Takes Over M-M Boston Branch.

W. T. Marsh, of the American Motor Co., personally has taken over the branch store which that company maintained on Huntington avenue, Boston, Mass. He will continue the business in his own name, and, of course, will handle M-M motorcycles.

SINGLE TUBE PATENT EXPIRES

Tillinghast's Claims, Covering "Hosepipe" Tires, Run Their Course—Played a Big Part in the Industry.

On Monday next, 23d inst., patent No. 497,971 will figuratively give up the ghost, which is to say that it will have run its alloted course of 17 years. In itself the number of the patent signifies little, but when it is realized that it stands for the Tillinghast patent on single tube tires, it will be understood that it is no ordinary patent that is expiring. After Monday next anyone will be free to make such tires without let or hindrance, or threats of suit or payment of royalty of any kind. Thereafter it will be public property.

It was on May 23, 1893, that the patent was issued to Pardon W. Tillinghast of Providence, R. I., a quiet New England Yankee, and it was one of the very many patents which was brought to Col. Albert A. Pope and one of those which he purchased, although the permanency of the single tube type of tire then was the subject of grave doubt and much speculation. Indeed, the tire itself was the object of no little derision. Its detractors and cyclists generally dubbed it the "hosepipe tire," and as such it was popularly known for many years, until, in fact, the term lost its sting. Col. Pope, however, at all times, had faith in it and organized and equipped the Hartford Rubber Works for its manufacture. Later he created one of his periodical sensations by casting out all other types and adopting the Hartford single tube tire as the universal equipment for Columbia bicycles. It was a radical move that set the entire trade by the ears and in a fashion not easily appreciated at this late day. How well the Colonel's faith was justified is a matter of history. The once-derided "hose-

pipe" crowded all of its rivals into the background.

The validity of the patent was several times attacked, but always it was sustained by the courts. Always in these suits the similarity of the tire to garden hose was the chief point leveled against it, but Judge Colt, in the United States Circuit Court in Boston, early held that "the inventive thought of Tillinghast was in the pneumatic tire itself and not in the means of uniting two annular tubes and an intervening fabric, which method may previously have been adopted for various purposes. . . . Although hose-pipe and gaskets had been manufactured for years prior to the Tillinghast invention, it did not occur to any skilled mechanic that their method of construction could be successfully applied to a pneumatic tire." Thereafter this judicial opinion invariably was upheld.

About 1896 Col. Theodore A. Dodge, then president of the Boston Woven Hose & Rubber Co., acquired a one-third interest in the patent and, fortified with the first decision sustaining the patent and by kid-gloved diplomacy, he brought all of the tire manufacturers to an amicable recognition of its validity and formed them into the Tillinghast Tire Association, to which the royalty was paid. When in 1899 the Pope Mfg. Co. was purchased by the American Bicycle Co.—the Bicycle Trust—the Hartford Rubber Works and the Pope interest in the Tillinghast patent were included in the sale.

The trust, in turn, sold its tire factories and patents to the Rubber Goods Mfg. Co., but Col. Dodge still held fast to his share of the patent, until the Tillinghast Tire Association was succeeded by the Single Tube Bicycle Tire Co. Col. Dodge was a historian and author by choice, and devoted himself to the writing of books, the real work of the Tillinghast association, which consisted chiefly of keeping account of the tires produced and of collecting the royalty thereon, being performed by an uncommonly capable young woman, Miss Kate O'Brien, who was Col. Dodge's only assistant and who often laughingly has been referred to as the "Tillinghast Association" and "Single Tube Company." She went with the latter when it acquired the patent and will be the principal personal mourner at its "wake." During the life of the patent, many millions of tires were produced by the various licensees and the royalty collected represented a handsome sum.

All of those whose activities first gave force to the famous patent now are dead. Mr. Tillinghast died four years ago and and Colonels Pope and Dodge followed him only last year.

Hemet Has a New Cycle Agency.

Lee Sheppard and R. E. Owen have formed a partnership and embarked in business at Hemet, Cal. They will handle both bicycles and motorcycles.

REAR DRIVE FOR SPEEDOMETERS

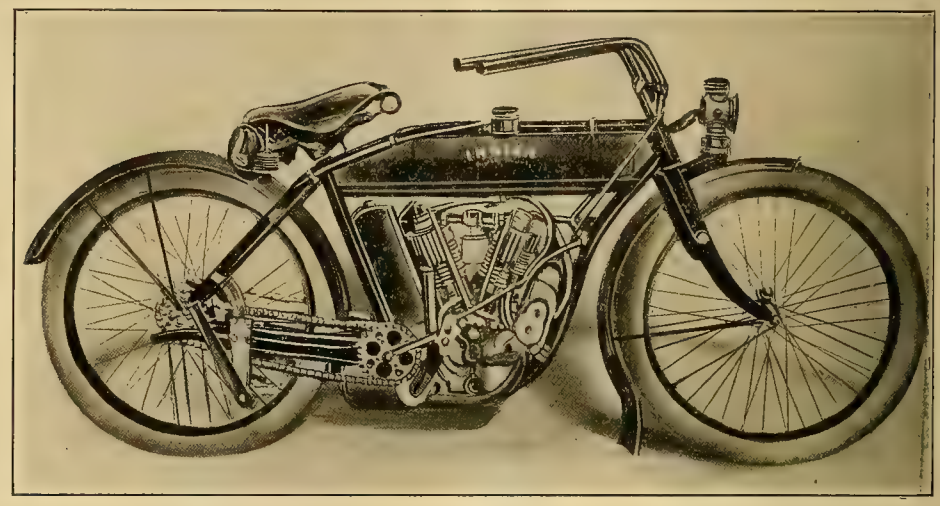
Advantages it Possesses in Accuracy and Safety of the Instrument—Increasing Popularity of the System.

Owing to the numerous advantages which it possesses over the front wheel drive, the rear driven speedometer, after several spasmodic attempts to secure a foothold, now is rapidly growing in favor and within a short time bids fair to completely oust the present system.

Exposed to damage by accident when mounted on the handlebars and driven from the forward wheel, a speedometer so situated is in a most vulnerable position, and in nine cases out of ten will be seriously injured should a collision or a mishap ensue. Not only from an economy standpoint is it worth while to mount the speedometer, which is a delicate instrument and easily deranged, so that the liability of damage to it will be reduced to a minimum, but the undue vibration of the front wheel on uneven roads also is objectionable and causes the indicating hand to flutter so violently that the exact speed is practically unreadable when the instrument is driven from the front wheel. This is especially noticeable when riding over rough roads or cobblestone pavements.

Another advantage of the rear drive is that the flexible shaft which transmits motion is carried snug along the frame, so that it is quite inconspicuous and much better protected from catching in protruding objects and being torn off and broken. With the front drive it is necessary to have a considerable extra length of shaft to compensate for the variable steering are. Under this condition it is impossible to carry the shaft straight and direct from the driving gears to the instrument, and not only is the flopping cable unsightly, but it is more liable to become damaged.

Recognizing these several superior qualities of the rear driven instrument, two large accessory houses, the Auto Improvement Co., of New York, and the Excelsior Supply Co., of Chicago, have brought out speedometers adapted for the rear wheel drive. So strong is the faith of the first named house in the superiority of the rear driven instrument that, although making both types, it has entirely discarded the front driving system and is supplying its instruments with rear drive only. The Excelsior company also equips its motorcycles with rear driven meters. Another point in favor of driving from the rear is that the driving pinion and bracket has a rigid mounting and is not carried on special fixtures to compensate for the action of a moving member as with a spring fork. Thus is the attachment simplified and the number of necessary fixtures reduced to a minimum and the desirability of the maximum degree of neatness, which ever is to be welcomed in motorcycle accessories, is obtained.



MOTORCYCLE WITH REAR DRIVE SPEEDOMETER MOUNTED ON FRAME

When driven from the rear wheel the speedometer is mounted on the top bar back of the head and is carried on an inclined bracket, which makes the reading of the dial easy at all speeds. The accompanying photograph shows a machine belonging to M. E. Toepel, of New York City, fitted with a rear driven speedometer, Toepel being one of the earliest advocates of this system. After testing it for many thousands of miles, he considers it far superior in every way to the front wheel drive which, in his opinion, soon will become obsolete.

Shrader Treasurer Dies Suddenly.

Albert G. Starke, secretary and treasurer of A. Schrader's Sons, Inc., New York City, died at his residence, on Thursday, 12th inst., after a short illness. He was thirty-three years old and was born in Germany, having come to this country as a boy. By reason of the fact that the Schrader company manufactures tire valves, he was quite widely known to the cycle and automobile trade, being highly regarded by all with whom he came in contact.

BALANCING THE ENGINE PARTS

Means by Which Designers Learn the Best Distribution of Weight—Effects in Reducing Vibration.

Balancing a motorcycle engine is something like building a watch; it requires a pretty good understanding of the principles involved, some figuring and careful workmanship. As the designer looks at the problem of engine balance, it is a most involved problem. As was stated in these columns last week, it practically is impossible to do away with all the causes of vibration in engines of the single cylinder type—that is, unless more or less cumbersome and expensive mechanism is to be added to the machine, and there are many reasons why it it does not pay to do this.

By adding counterweights, it is possible to counteract the effects of the otherwise unbalanced vibratory forces in the engine, and it is in the study of such remedies that the motorcycle builder most readily can distinguish himself. If he is successful, a reasonably quiet and smooth running engine is his reward. Otherwise his efforts are apt to result in a motor which not only does not run smoothly, but which may prove short lived and given to surprisingly rapid deterioration.

It is a perfectly logical conclusion that it is practically impossible entirely to suppress the vibration of a single cylinder motor of the type which is employed under the restricted conditions of motorcycle service. In order to do away with such vibratory motion as now exists, three courses of procedure are open. The number of cylinders may be increased, additional mechanism may be introduced, such as two pistons in one cylinder; extra counterweights and additional gearing; or the moving parts may be lightened and the complicated science of balancing them studied over carefully with the object of arriving at an even better solution of the difficulty than yet has been attained. Of the three, it will be seen that the latter is the only really practicable solution, insofar as the standard type of single cylinder machine is concerned. In connection with applying it, it also will be seen that advantages will result from improvements in mounting such as tend to render the engine, the frame and the transmission more rigid and less susceptible of yielding to vibratory impulses. When the limit has been reached in this direction, all that can be done is to protect the rider from the effects of vibration by improving frame and saddle suspensions, and to turn to the greater mechanical complications which are involved in increasing the number of cylinders or in introducing additional balancing mechanism.

From the very complexity of the subject it follows that each designer is pretty apt to harbor certain ideas of his own on the subject of engine balance, and that the methods involved in laying out an engine differ materially. Therefore it is not readily possible to explain clearly how each and every type of engine is balanced. As far as the ordinary form of single cylinder motor is concerned, however, a brief explanation of one simple method may be useful as an illustration.

It must be borne in mind that so far as the crank shaft is concerned, it is perfectly possible to secure absolutely uniform balance merely by adding to the back side of the crank webs weights of sufficient mass exactly to equalize the shaft when it is laid on two perfectly parallel and level rods which are so placed as to support it by the journals, thus giving the effect of frictionless bearings. Also it must be remembered that the most troublesome element of the motor from the present standpoint is the group of reciprocating parts —namely, the piston, wrist pin and connecting rod. With regard to the latter, it is evident that its upper end reciprocates, and therefore partakes of the motion of the piston, while its lower end has exactly the same uniformity of travel as the crank. In other words, it is necessary, in order to arrive at a satisfactory solution of the problem, to divide up the weight of the connecting rod between the crank and the piston and to add the two portions to each of the two principal elements which have to be taken into account.

Here it becomes convenient to bridge over a large amount of theory and resort to practical mechanics. If the piston and connecting rod, joined in the regular way, are weighed, a total figure is obtained which is useful as a check upon the subsequent weighings. After obtaining the gross weight of the piston and connecting rod, the piston may be placed on its side on the scale platform, while the big end of the rod is supported by a string, or by means of blocking, in such a way that it is perfectly level. The weight obtained by this means is that which is to be treated as having a reciprocating motion. Then reversing the piston and rod and weighing the big end of the latter while the piston is supported free of the scales in such a way that the rod still will be level, gives a weight which is to be treated as rotating. The sum of these two weights, if the weighing has been done carefully, will be found to equal the total weight of the piston and connecting rod as first weighed in the regular way.

It must be remembered that this is only a rough method of approximation, and that many designers prefer more exact methods in which pure calculation plays a more important part. It is sufficiently exact to be applied to a home-made engine, however, or to testing out the balance of an engine which, as a result of alterations, has been "thrown out."

On applying the knowledge obtained by the method of fractional weighing outlined, it is necessary first to mount the crank shaft on a level track, like the ways of a lathe, for example, and to determine the exact amount of counterbalance which will be required to equalize the weight of the crank pin and webs. One method of doing this is to drill a small hole into the back side of one of the webs exactly opposite the pin and to hang a piece of bent wire on it in such a way that various weights can be attached to it. When the correct weight to balance the crank has been obtained it must be set down and a small addition performed.

To obtain the final weight to be added to the back side of the crank, three different factors must be taken into account—namely, the weight necessary to balance the crank, as just obtained; the weight necessary to balance that portion of the connecting rod which is considered as revolving with the crank, and the weight which is considered necessary to balance the reciprocating parts. The first and second of these elements have been obtained by direct weighing. The third is obtained by dividing by two the weight of the piston and the small end of the connecting rod, as obtained in the first step of the fractional weighing process. Adding these three weights together gives the total weight which, added to the back side of the crank at the same radius as the crank, should give a fairly correct running balance for the motor.

In applying the weight considerable care is required. First, the total weight to be applied must be divided into two equal parts, since it is necessary to apply a portion of it to each web of the crank in order to distribute the balancing forces as uniformly as possible. Second, in determining the size, shape and method of attachment of the weights, it is necessary to take care to have the distance from the center of the shaft to the center of gravity of each weight exactly equal to the throw of the crank. Where the weights are cast with the cranks in a built-up shaft, or forged integral with the webs, of course, all this is worked out on the draughting board.

Where it is necessary to add the balance weights to an existing shaft, considerable difficulty may be encountered. It may be necessary even to place the center of the weight at a distance away from the center of the shaft greater than the throw of the crank. In this case the amount of the weight must be diminished. In doing so, it is only necessary to see that the product of the weight into the distance from the center of the shaft remains constant—that is, that as the radius of movement increases, the weight decreases in the same proportion.

Even with a single cylinder motor balanced in the simplest possible manner by means of weights formed on the crank webs or discs, it is possible to employ a great deal more theory than has been introduced above, and also a vast amount of calculation.

With multi-cylinder engines, especially where unsymetrical arrangements of the cylinders are employed, of course, the problem becomes still more complicated. But invariably it involves skill only to the extent of determining what proportion of the total weight of the connecting rod shall be added to the counterbalance, and what proportion of the total weight of the piston shall be similarly treated. Mechanically, the chief difficulty rests in placing the weight with absolute mechanical correctness. Unless this is done, the effect of the weight may be to increase the vibration which the unbalanced state of the engine originally tended to cause, instead of lessening it, as would be expected.

Effect of "Twiddling" Air Shutters.

One of the secrets of easy starting, and of avoiding stalling of the engine when slowing down for traffic, lies in the proper manipulation of the auxiliary air shutter. Ordinarily for starting, the extra air inlet should be closed in order that a rich mixture may be obtained, and immediately afterward it should be opened gradually until the engine runs smoothly. Thereafter it should be let alone, although for high speed work more air can be used to advantage. With some magneto fired machines, when running slowly and the spark is cut out temporarily, the engine will stall unless the extra air shutter first has been closed. The reason for this is that at slow speed the suction on the nozzle is less and therefore less gasolene is being induced, so that less air is required. On high speed, the suction being stronger and more gasolene being taken in, a greater amount of air is required. Much of the irregular running which is experienced is due to injudicious twiddling of the auxiliary air shutter.

Altering the Throttle for Slow Speed.

Comparatively few carburetter throttles close tightly, the usual minimum opening being about one-sixteenth of an inch, but often it is desirable to reduce the amount of this opening when particularly slow running is sought. On some big twins full retardation of the spark does not give sufficiently slow speed for traffic work, but they can be brought down to almost a walking pace by diminishing the throttle opening. This can be done by filing down the shoulder of the stop against which the throttle sleeve abuts when closed. The reduction should be made gradually, lest too much of the shoulder be taken off, as in some cases a full closing throttle might not be altogether desirable. In addition to obtaining slower speed, a reduction in throttle opening will effect some economy in operation, which, however slight, is not to be sneezed at. In this connection it is not amiss to point out that irregular running sometimes is due to worn or loose throttle sleeves, which permit the entrance of additional air and an accompanying disturbance of the mixture, due to the resulting variation of the mixture.

STORES OF WHICH THEIR OWNERS ARE PROUD.

(XIII) GUS HABICH, INDIANAPOLIS, IND.: STATE DISTRIBUTOR OF THOR MOTORCYCLES









CASES TO KEEP CHAINS CLEAN

How Their Use Would Help Preserve Motorcycle Transmissions—Methods of Materials and Construction.

Despite the fact that repeated efforts to introduce chain cases, or, as they are better known abroad, where they are quite popular, gear cases, on bicycles in this country never resulted in their becoming numerous, it seems that the time has arrived when manufacturers of chain driven motorcycles should give some thought to the advisability of enclosing their transmissions. One of the strongest arguments advanced by the advocates of the belt drive, of its superiority over the chain, is as to its silence, and this contention is well founded. Silence is a feature which never can be overdone on a motorcycle, and now that mufflers have been designed which are fairly quiet and at the same time efficient, it behooves the makers to turn their attention to the elimination of noise in other directions.

Very few motorcycle chains receive the frequent cleaning which the chain makers say is essential to long life and silent running, for the reasons that many riders, particularly in the large cities, have neither the time, facilities nor inclination to give them the prescribed treatment every few hundred miles. It should be a comparatively easy matter to design a light and neat chain case which would enclose the driving chains and yet be quickly detachable. Celluloid or aluminum would seem to be desirable materials for the purpose, and could be so constructed, sectionally, that the lubrication or removal of the chains easily could be effected.

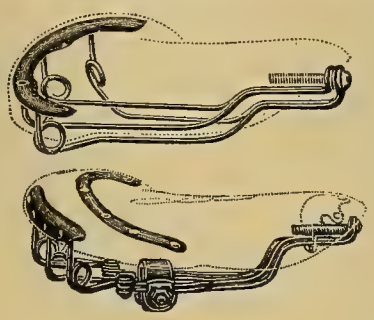
Under present conditions chains are noisy, dirty and short lived because of their exposure to grit and dust, and these drawbacks have undoubtedly caused many riders to favor the belt. The old stock argument against chain cases, that a broken chain would result in complete demolition of the case, is rather weak, for such did not prove the rule with broken gears when the enclosed gear drive was introduced a few years ago, and also, chains do not break often if the rider will take the trouble to keep the compensating sprocket properly adjusted and uses a little judgment in starting. Most friction sprockets are kept so tight that they are almost rigid, with the result that when a big twin engine is started the abnormal strain of overcoming the inertia of the machine as well as the sharp shocks produced by the explosions is transmitted directly to an unyielding chain, so that it is not surprising that it breaks.

Another cause of broken chains is that riders in many cases do not pedal sufficiently when starting, so that the machine is not moving fast enough to allow the engine to take up the load smoothly, and this disparity between the momentum of the machine and the engine results in a sharp shock when the latter is cut in, and which often is followed by a broken chain. Pedals are intended to be used to assist the engine in getting under way and in emergencies when the load becomes unusually heavy, as on a hill or in deep sand, and it should not be considered a disgrace to use the pedals vigorously even on the largest twin. It pays big in reducing the wear and tear on the whole machine.

Although during the "bicycle boom" the effort to popularize the gear case failed utterly, the more rational state of mind that now prevails makes it appear probable that many riders of both bicycles and motorcycles would welcome a neat and accessible chain case, for the life of the chains would be greatly lengthened, as they would be protected from all dirt and grit and would run in clean lubricant continually. Furthermore, chains so enclosed would not stretch as quickly and would require less frequent adjustment. Chain makers assert that an enclosed and well lubricated chain will show greater efficiency in the transmission of power than any other system, and manufacturers of chain driven motor cars who preferred the chain to any other system have succeeded in designing cases which, while thoroughly enclosing the chains and thus contributing largely to the silent running qualities of the car, are so constructed that the chains are accessible by the loosening of a single nut and bolt. There seems no good reason why motorcycle manufacturers cannot accomplish the same results, and that it would be decidedly to their advantage to do so there can be no doubt.

Rocking Cantle in New Saddle Design.

Ingenuity in designing is being applied quite as actively to the individual parts and accessories for bicycles and motorcycles as to the machines themselves, the evidence being plain in the various improvements that are being brought forth to contribute to efficiency or increased comfort. An instance of progressive effort toward making the saddle even more flexible and yielding than in the conventional type is afforded in



a new model brought out by an English manufacturer, who has produced a cycle saddle with a free rocking cantle plate.

The innovation is made clear by the accompanying illustrations, which show, respectively, the usual type of cantle and the rocking type, the difference in the arrangement of the cantle plates being readily apparent. It will be seen that in the rocking type two cantle plates are employed, one to take the wires of the frame and the other to provide the shape of the seat. The former is small in size and has sufficient curvature to produce the rounded back of the saddle. The wires forming the frame are attached to it in the conventional way, and it is outside the limit of the rider's seat. The second or rocking cantle plate is for maintaining the shape of the seat and is attached to the leather only. Between the limits of the nose of the saddle and the small cantle plate at the extreme back the whole seat is absolutely free. The two ends of the large, rocking cantle plate are unrestricted to yield with every movement of the limbs and to move in unison with every movement. Extra length is given to the peak of the saddle, to keep the hard nose out of the limits of the seat.

Making Dust Screens Removable.

Carburetter dust screens should be cleaned frequently, for a surprising amount of pulverized highway collects on them in a short time and strangles the air inlet. This restriction of the main air port prevents sufficient air being drawn past the jet, which results in a rich mixture and its attendant ailments of overheating, carbonization and sluggish running. In cleaning the screen it is best to detach the air hood and wash it in gasolene, for simply blowing the dust through it forces the latter further into the carburetter and causes it to be drawn into the engine sooner. A large part of the carbon which collects in the cylinder is composed of the dust which enters through the carburetter air port. As a rule, dust screens are fastened to the air pan, but a detachable screen easily can be made by "stitching" a couple of short lengths of narrow spring steel strips, or wire, along the edges of a screen and forming small bosses with solder at the sides of the pan so that the ends of the springs will bear against them. The tension of the springs will hold the screen in place and it easily can be removed by grasping the ends of the springs and bending them closer together.

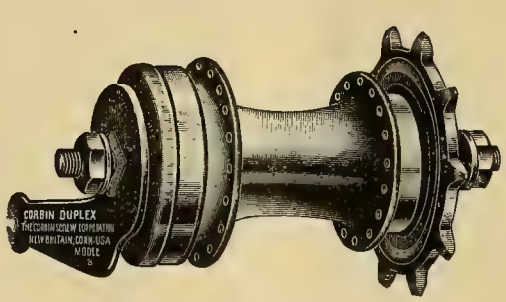
When to Use the Low-Speed Gear.

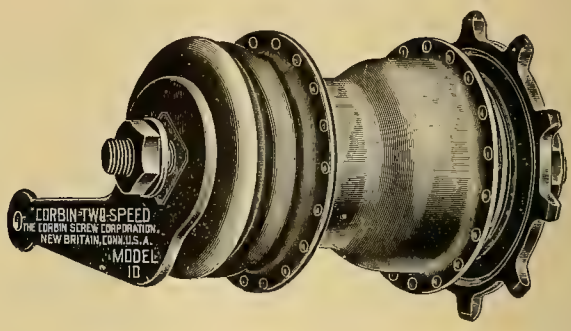
Motorcycles which are equipped with two-speed gears should be given the full benefit of the mechanism. That is to say, with the lower gear available it is a mistake to attempt to "rush" steep grades without changing to low speed, and equally is it a mistake to try to run through crowded traffic on the high gear. The low gear is installed for the purpose of saving the engine from overload, and its proper use should be mastered as soon as the machine is delivered.

Corbin Brakes for Everybody

They afford the bicyclist the choice of

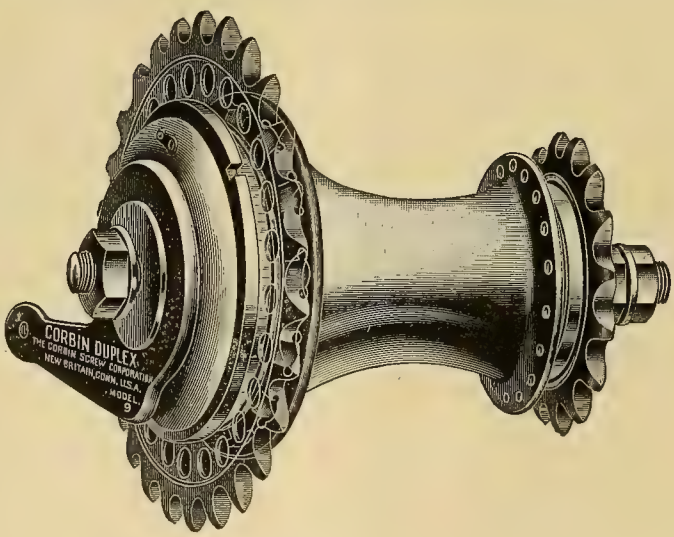
Single Speed or Two-Speed

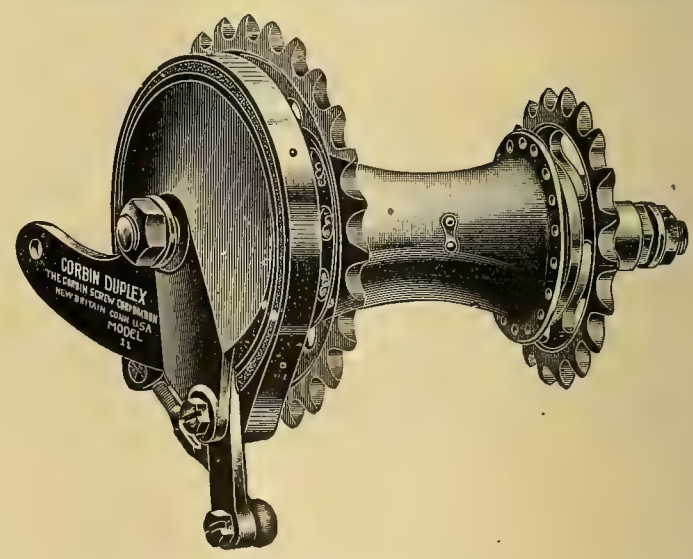




They afford the motorcyclist the choice of

Internal Expanding or Back-Pedaling Band





The dealer who pushes the sale of Corbins therefore has so many strings to his bow that he can interest all manner of purchasers. His opportunity for sales is doubled.

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FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MAY 21, 1910.

". . . We can assure you that we would rather lose a meal than miss a copy of the Bicycling World."—Howard A. French & Co., Baltimore, Md.

Branch Houses and Bicycle Tires.

While automobile tires represent infinitely greater sums of money, it might not prove a half-bad idea did some of the tire manufacturers who make bicycle tires also, take means of impressing the fact on the men employed in their branch houses, or at least insist that one man in each branch shall familiarize himself with the several brands of bicycle tires which may be produced. The increased sales that may result may prove worth while. It is rather a common complaint nowadays that riders seeking catalogs and information regarding bicycle tires, are, at too many of such establishments, received either with disinterested courtesy or have difficulty in obtaining what they seek—no one seems to know much, if anything, about the bicycle tires, and likely as not no catalogs or printed matter is to be had, or if so, the salesman has to hunt for it, not infrequently offering as an excuse the fact that everyone is so absorbed in automobile tires that they have no time to devote to bicycle tires.

But if bicycle tires are worth making it ought to be somebody's business to know how to sell them. We know of two branch houses that were awakened to this truth which developed a remarkably increased demand for their goods.

Why the Danger Signals Are Flying.

When an official sets himself above the law of any organization which he may be serving or sets its rules at naught, it is merely a matter of time when he will bring down about his ears at least a part of the house. This condition seems unpleasantly near in the Federation of American Motorcyclists and the cause is not far to seek. The chairman of the competition committee has enforced only such rules as he chose to enforce and overridden such rules as he felt like overriding, and has done so with such a charming disregard for consistency that it is not strange that danger signals are flying.

It is small wonder that rupture with the National Cycling Association, and the warfare which it will entail, is threatening. The bare idea of refusing sanctions for an occasional race on a bicycle track in the East, while sanctioning entire racemeets on similar tracks located in the West, is so glaringly inconsistent that it would be amusing were it not so repugnant to the first principles of fairness. It presents such conditions that the pendulum of popular sympathy and moral support cannot but so swing toward the N. C. A. that its fight already is half won. For apart from the main issue involved, the fact that the F. A. M. chairman did not enforce the rules applying to unsanctioned races—of which a number were run in Denver and Salt Lake City—would serve only to make its position more untenable were it attempted to apply them in the East. It would give the Providence riders who are aroused to the point of semi-rebellion, and any others who might compete, substantial basis for outcry and a charge of discrimination. Rules never are designed to be sectional in their operation.

The unlovely position in which the organization has been placed and which suggests that it must suffer the ignominy of a backdown is unfortunate, but not surprising to those who have followed the administration of the man responsible for it and who are aware that he had no qualms about accepting office and serving for several months when he was not even a member of the organization, his membership having lapsed a year or more before.

If the threatened trouble with the N. C. A. is unfortunate and places the F. A. M. in an unenviable light, what is to be said of the policy of petty larceny or petty extortion in the matter of sanction fees which has been practised on the clubs and individuals that have been supporting the organization? It is not short of disgraceful—it would be unthinkable were it not a fact, and is utterly indefensible.

For the sake of the good name of the organization, the higher officials should insist that every dollar collected in excess of the fees fixed by rules, be returned to those from whom it was extorted and to whom it of right belongs. Although the president of the F. A. M. resents well meant criticism of his chief appointee and considers it an attack on his administration, we do not doubt his honesty, and believe that he knows tainted money when he sees it and will have none of it soil his term of office. It is not easy to imagine that he will seek refuge in ill-smelling precedent or ludicrously specious argument, even though his chairman has done so. Two wrongs do not make a right.

If the F. A. M. really needs money, there are those of its friends who went down into their pockets before and who doubtless would do so again, rather than see it smirched by funds illegally wrung from men and organizations that believe the F. A. M. stands for a square deal to all and deals fairly with all and has respect for its own laws.

Although the Brooklyn (N. Y.) park commissioner refused the Century Road Club of America permission to run a bicycle road race on the Coney Island cycle path, he is generally understood to be the sponsor for a bill introduced into the legislature which will permit him to turn over a mid-section of Coney Island Boulevard to a small group of horsemen in order that they may continue to conduct their "horse trots" on that popular and public thoroughfare. The bicycle race would have occupied a couple of hours of one forenoon. The "horse trots" can occur at any time, any day, and last as long as the horsemen desire them to last. It should inspire someone to follow the now popular injunction, "Tell Gaynor!"

". . . The Bicycling World is just like a motorcycle—after one gets accustomed to it he can't do without it."—H. C. Klein, jr., Logansport, Ind.

COMING EVENTS

May 22, Newark, N. J.—Bay View Wheelmen's century run to Princeton, N. J., and return; open.

May 29, Jersey City, N. J.—Columbia Road Club's 50 miles pleasure trip and race meet at Plainfield, N. J.; open.

May 29, Valley Stream, N. Y.—Superior Wheelmen's 25 miles handicap road race; open.

May 29-30, Newark, N. J.—New Jersey Motorcycle Club's 350 miles endurance run to Easton, Penn., and return; open.

May 29-30, Chicago, Ill.—North Shore Motorcycling Club's race meet at Hawthorne mile dirt track; open.

May 30, Revere Beach, Mass.—Race meet at saucer track; open.

May 30, Salt Lake City, Utah—Opening Salt Palace saucer for season.

May 30, Revere Beach, Mass.—Racemeet at Revere Beach saucer track; open.

May 30, Erie, Pa.—Erie Motorcycle Association's racemeet at Reed track; open.

May 30, Buffalo, N. Y.—Buffalo Motorcycle Club's race meet at Fort Erie track; open.

May 30, Spokane, Wash.—Spokane Motorcycle Club's racemeet at fairground track; open.

May 30, New Haven, Conn.—Opening of the 8-lap bicycle track; professional and amateur events.

May 30, Grand Rapids, Mich.—Western Michigan Cycle Club's race meet at Comstock Park; open.

May 30, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's race meet at driving park track; open.

May 30, Bridgeport, Conn.—Bridgeport Automobile Club's hill climb at Snake Hill; motorcycle events open.

May 30, Providence, R. I.—Opening of the Melrose Park 8-lap bicycle track; professional and amateur events.

May 30, Plainfield, N. J.—Plainfield Bicycle Club's 25 miles handicap road race, one mile open, and two miles road race for boys.

June 4, Hartford, Conn.—Hartford Motorcycle Club's racemeet at Charter Oak track; open.

June 5, New York City.—Concourse Motorcycle Club's third annual spring run to Savin Rock, Conn., and return; open.

June 5, New York City—Eastern Division, Century Road Club Association's 12th annual spring century run; open.

June 5, New York City—Century Road Club Association's annual century run from Columbus Circle; open.

June 7, New Haven, Conn.—Yale Automobile Club's hillclimb at Shingle hill; motorcycle events open.

June 12, Long Island City, N. Y.—Long Island Motorcycle Club's 150 miles spring run to Patchogue and return; open.

June 18, Plainfield, N. J.—Motorcycle racemeet at Plainfield Driving Club's half mile track; open.

June 19, Valley Stream, N. Y.—Century Road Club of America, New York State Division's 50 miles handicap road race; open.

June 12, New York City—Iver Johnson Wheelmen's first annual century run on Long Island; open.

July 23-August 1, New York City—Century Road Club of America's first annual voyage and tour of the Bermuda Islands.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

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Further information address Fred E. Mommer, 54 East 91st St., New York City.

Bad Spill Mars Meet at Ryle Park.

Walter Goerke, of Brooklyn, riding a 5 horsepower Indian, was the star contender at the New Jersey Motorcycle Club's open racemeet held at the little used half mile dirt track at Ryle Park, Little Falls, N. J., Saturday afternoon last, 14th inst. Goerke captured both the open races for trade riders and made the best mile of the day, 1:06. Frank Hart, of New York City, who first came into prominence at the recent Fairfield meet, was the runner-up in each event.

F. Seery, of the New York Motorcycle Club, shared honors with Goerke in point of races won. Seery finished first twice and was second to Percy Drummond of the New Jersey Motorcycle Club in the event for private owners. The times were not announced.

One accident and a dusty track marred the meeting. In the two miles for machines not exceeding 30½ cubic inches, Bert Levy of Newark ran into the fence and was taken to St. Joseph's Hospital, Paterson, unconscious. He recovered consciousness Sunday, but is said to be in a critical condition with a fractured skull and internal injuries. The summaries:

Two miles scratch—Won by F. Seery, New York Motorcycle Club, 4 horsepower Indian; second, L. Guterman, Harlem Motorcycle Club, 4 horsepower Indian.

Two miles, 30½ cubic inches—Won by F. Seery, New York Motorcycle Club, 4 horsepower Indian; second, G. Kischoff, N. S. U. Also ran—H. Levy.

Five miles scratch, 50 cubic inches—Won by Walter Goerke, Brooklyn, 5 horsepower Indian; second, Frank Hart, 6 horsepower R-S. Also ran—Percy Drummond.

Three miles for private owners—Won by Percy Drummond, Newark, 5 horsepower Indian; second, F. Seery, New York Motorcycle Club, 5 horsepower Indian; third, W. Kischoff, N. S. U.

Three miles scratch, 50 cubic inches—Won by Walter Goerke, Brooklyn, 5 horsepower Indian; second, Frank Hart, 6 horsepower R-S.

Nine Indians to Try for Tourist Trophy.

Judging by the number of entries already received, the annual Tourist Trophy race, which will take place on the Isle of Man Thursday, 26th inst., will be the most successful contest ever promoted by the Auto Cycle Union of Great Britain. At last reports 75 entries were in and the committee decided to limit the maximum number of entries to 90. This is the greatest number of entries in the history of the Tourist Trophy. As already has been detailed in the Bicycling World, the race will be run on the Isle of Man, over a course measuring 15.9 miles to the lap. Ten laps, or 159 miles, will be the distance of the race. At its meeting last week the committee also made a rule that no competitors shall ues metal or other forms of studs on the soles of their boots—apparently for braking purposes. The largest number of entries for any one make of machine is 12, there being that number of Rex singles and twins entered. The Indian and Triumph have 9 machines each. In fear of the further success of the American machine, which has made them sit up and take so much notice, it is understood that several of the British manufacturers have discarded belts and adapted their machines to chain transmission for the occasion.

Superiors Offer Some Good Prizes.

The Superior Wheelmen of New York City have announced a 25 miles open handicap race to be held at Valley Stream, N. Y., Sunday, May 29th. The first prize will be an Akron bicycle, the second a silver cup, and the remaining prizes gold, silver and bronze medals. Entries are being received by the club at 47 South Washington Square, New York City.

N. C. A. WILL NOT STAND FOR IT

Trouble Threatened as Result of F. A. M. Discrimination Against Eastern Tracks —Providence Club Files Protest.

As a result of his refusal to grant sanctions for an occasional motorcycle race in connection with bicycle races held on the bicycle tracks which constitute the N. C. A. eastern circuit, the chairman of the F. A. M. competition committee has created more of a situation than was anticipated. Officials of the National Cycling Association have taken cognizance of the matter, and unless the judicially-minded chairman of the F. A. M. committee reverses himself it is not improbable that the alliance existing between the two organizations will be terminated and more or less open warfare ensue. Rumors which have been circulating to this effect were diplomatically confirmed by R. F. Kelsey, chairman of the N. C. A. board, when he was sought out by a Bicycling World man.

"I will not say that the alliance will be terminated," said Mr. Kelsey, "as I can speak only for myself, and I will go as far as anyone to avoid a rupture. It hardly seems possible, however, that we can sit idly by and see our franchise holders discriminated against; for I am unable to comprehend why motorcycle racing on bicycle tracks suddenly has become more dangerous than was the case last season, or why occasional racing between pacemakers or other riders should have become undesirable. It is even more difficult to understand why such tracks and such racing should be more dangerous and more undesirable in the East than in the West, where, apparently, it still is permitted. As we ourselves will not permit the use of big machines on our tracks, I think I may say that racing on these banked surfaces is safer than is the case on many of the half-mile horse tracks for which the F. A. M. regularly is issuing sanctions. The N. C. A. is not seeking a fight and, as I said before, I will do all I consistently can do to avoid a rupture, but we simply cannot remain idle when our people are discriminated against in this manner and their interests affected."

Even more unexpected than the attitude of the N. C. A. was the stand taken by the executive committee of the Providence (R. I.) Motorcycle Club, in which city one of the new bicycle tracks just has been completed. The Providence club has entered a formal protest against the action of the chairman of the F. A. M. competition committee, and in its letter of protest to that individual makes plain the undercurrent that is running. "We cannot expect motorcyclists to remain loyal to the F. A. M. when a season's activities are upset in such a manner," is the language in which this undercurrent is outlined. This letter of protest is as follows:

"At a special meeting of the executive committee of the Providence Motorcycle Club, held this date, it was voted to enter a formal protest against your decision as outlined in your letter of May 14th to Mr. B. A. Swenson and to the Bicycling World's issue on May 14th, in refusing sanction for motorcycle racing on the new board track in Providence.

"Riders in this vicinity have been looking forward to the completion of this track for some time, and some interesting racing has been expected. Several members of the club have been getting machines ready and practising on the track, and all fail to see why a sanction should not be granted for motorcycle races. A section of the grandstand has been reserved during the season for members of this club, and much enthusiasm has been aroused.

"It is earnestly hoped that you will reverse your decision in this matter. You cannot expect motorcyclists to remain loyal to the F. A. M. when a season's activities are certainly upset in such a manner."

The protest is signed by the members of the club's executive committee, viz.; F. E. Domina, president; W. W. Scott, secretary; B. A. Swenson, treasurer; Charles H. Westcott, captain, and E. L. Buffington. Mr. Swenson is the state commissioner of the F. A. M., and Mr. Buffington is a former vice-president of the Eastern District.

"Some of the boys are pretty hot under the collar over this matter," writes a member of the club to the Bicycling World, "and it is to be hoped that the F. A. M. chairman will realize that the position he has taken will do damage to the organization. I myself will not compete at an unsanctioned meet, but this is not true of some of the others. It is too bad that this situation has been created, as the F. A. M. now has a good hold in this section of the country and it will be unfortunate if another wrangle is precipitated."

Cross-Continent Tourists Delay Departure.

H. D. Johnson, of Los Angeles, who, with W. T. Carter and Mrs. Carter, expected to leave that city on Saturday last on a leisurely motorcycle tour across the continent, has postponed the departure until about May 25th. As previously stated, Mr. Johnson will write a story of his progress each week for the Bicycling World, and as the party will camp out en route and depart somewhat from the beaten route, the story should make interesting reading.

F. A. M. Endurance Route Selected.

The dates first proposed for the holding of the F. A. M. national meet in Philadelphia — August 8th-12th — practically have been selected. The route of the national endurance contest also has been chosen. It will be from Indianapolis to Philadelphia, and will start from the former city on August 8th.

RACING AT THE ROSE CARNIVAL

Balke and Graves Visit San Jose and Make a Clean-up—Collins, Their Chief Rival, Takes a Tumble.

Although fast time was made, no phenomenal performances were recorded in the motorcycle events that formed the chief feature of the rose carnival race-meet held at San Jose, Cal., Friday, Saturday and Sunday, May 13, 14 and 15. The meet was held at the San Jose Driving Park mile track and crowds estimated at between 5,000 and 8,000 visited the course each afternoon. Automobile races and aeroplane trials filled in the program. M. J. Graves, Indian, and Charles Balke, Thor, shared honors, Graves winning 3 races, while Balke bagged 4 firsts and 2 seconds. The summaries:

Friday—May 13th.

Five miles, stock twins—Won by M. J. Graves, Indian; second, W. G. Collins, Indian. Time, 5:04⅗. Charles Balke, Thor, fell.

Five miles, stock singles—Won by Charles Balke, Thor; second, M. J. Graves, Indian. Time, 5:06⅕.

Five miles free-for-all—Won by M. J. Graves, Indian; second, Charles Balke, Thor. Time, 5:37. W. G. Collins, Indian, fell.

Saturday—May 14th.

Five miles free-for-all, singles—Won by Charles Balke, Thor; second, M. J. Graves, Indian. Time, 5:05⅕.

Five miles free-for-all, twins—Not finished. Graves leading at one mile.

Five miles free-for-all, stock machines—Won by M. J. Graves, Indian; second, Paul Rea, Thor. Time, 6:26⅕.

Sunday—May 15th.

Five miles free-for-all, stock machines—Won by Charles Balke, Thor; second, P. Rea, Thor. Time, 6:52⅕.

Five miles free-for-all, singles—Won by Charles Balke, Thor; second, Stone, Thor. Time, 4:32.

Five miles free-for-all, stock machines—Won by Koschnitzky, Thor; second, Charles Balke, Thor. Time, 7:13.

Clarke and Macfarland go to Utah.

Floyd Macfarland and A. J. Clarke have departed for Salt Lake City, without riding at a single meet in the East since they returned from Europe several weeks ago. They will remain in Salt Lake City during the season. Before leaving, Macfarland stated that he intends to induce the Salt Lake promoters to secure a number of the championships, as he does not think it fair that the East should have them all.

ORLANDO AGAIN PROVES A VICTOR

Wins the "Italian Championship" at Valley Stream, Long Island—Stirring Incidents of the Contest.

There almost was a scandal at Valley Stream, Long Island, Sunday afternoon last, 15th inst. Gerardo Orlando and Pasquale Damiano, two crack riders of the Empire City Wheelmen of Brooklyn, nearly were arrested for repeating. At least, some would-be punster insisted that both men should be arrested. Despite the suggestion, this is not a story of an election scandal, but a detail of the first annual 50 miles road race for the "Italian championship" of America, which took place on that date.

To explain what the punster meant by "repeating," it is necessary to state that on June 17th last Orlando and Demans—Damiano is his real name, but he cannot be blamed for abbreviating it—finished first and second in the big bicycle marathon race. They turned the same trick last Sunday in the Italian road race, which was, by the way, one of the most interesting contests that has occurred in this locality in many years.

Had it not been for the sight of Dr. Griffin, the veteran road race timer, Daniel M. Adee and several other representative figures in the cycling world, it would not have required a very great stretch of imagination to fancy oneself in Italy. The Italian language was predominant at West's Hotel, at Valley Stream, Long Island, for the spectators were all of that nationality, as well as the 70 contestants, and the race arrangements had a decidedly European flavor. There was more variety in costumes than one would care to count, and they ran the chromatic scale and then some. A large white banner stretched across the road caused many automobilists to stop and inquire what it was all about. In letters a foot high the Merrick road travelers were confronted by the word "Traguardo," which really is nothing more formidable than the designation "Finish." Some of the automobilists, however, were afraid that it had something to do with the "Black Hand" until reassured. There were no black hands, but a number of black faces at the finish.

Although the time set for the start was 10:30 a. m., the great amount of detail work delayed the departure until 11:18, and the 70 contestants got away without mishap. That 70 riders of one nationality could be gotten together for a restricted road race was a marvel to the Merrick road habitues.

The course was straight out the Merrick Road to Massapequa, 12½ miles, where the riders turned and came back to Valley Stream, then out again and back, which made up the 50 miles.

After the riders had departed Mario Rovere, the organizer of the race, took the referee and some other officials in his automobile and followed the contestants. The first rider in trouble was Giolito, who was discovered by the side of the road tightening a crooked saddle. As was to be expected, a number of the weaker riders were shaken off in the first few miles, Tony DeLucia, Petti Antonio and Francesco Padula being noticed plugging along by themselves west of Rockville Center. Then Antonio Arneri was discovered taking pace from an automobile, and he was promptly disqualified; Alberto Since fell while trying to cross from the road to the path, but was soon up and going.

The only accident of consequence occurred on the outskirts of Freeport during the first 25 miles, when five riders collided and five bicycles were made fit patients for the repair shop. Emanuele Blanda and Luigi Tramontano were cut considerably about the face, but Angelo Goggiolo, Antonio Rivello and Antonio Manzolillo escaped injuries, although they were put out of the running. Rivello, by the way, carried the fatal number "13." Giovanni Tessoriero punctured a tire, while Bernardo Fata decided that 50 miles was too much like work and gave up the struggle.



P. DAMIANO AND G. ORLANDO

The real feature of the race was the riding of Umberto Rovere. Although he practically "cooked" himself, Rovere made the race very interesting for Orlando, Damiano, Capello and others in the leading division. Time and again he would jump the bunch, only to be overhauled after hard riding. Rovere was the first to make the 12½ miles turn, followed closely by Santo Benichasa and Orlando.

On the way back to Valley Stream Rocco Esposito, whose antecedents are unknown, was run into by an automobile. What became of him is not known, as the automobile picked him up and presumably carried him to a hospital. His wrecked bicycle was carried back to the starting point by the judges. The accident occurred about two miles west of Freeport.

As there was a gold watch up for the leader at 25 miles the halfway finish was exciting. Capello jumped the bunch, but his attempt was anticipated by Orlando and the latter beat him out by a foot, with about a dozen other riders close up for a blanket finish. After finishing the 25 miles the riders were compelled to dismount and sign a control sheet, but the official work was so well organized that no riders were handicapped by this innovation. The stunt made certain that all riders were checked at 25 miles. Orlando's time for this distance was 1:17:44.

The latter half of the race practically was a repetition of the first instalment, except that a number of riders decided to quit at 25 miles. As in the first half Rovere set a great deal of the pace, well but unwisely, as he was unable to cope with the great sprint made by Orlando. The riders began the sprint about one-eighth mile from the finish, Damiano making the first jump. Orlando, however, proved stronger and reached the tape a length and one-half in advance, with Capello a half wheel behind, Rovere a close fourth and nine other riders so close that their wheels overlapped.

Orlando was the "mighty hunter of the chase." In addition to the gold watch which he received for leading at 25 miles, his victory netted him a handsome solid gold medal, a beautiful hand painted satin sash emblematic of his victory, a half life size photograph of himself and a medal for being the oldest rider, he being a little over 30 years. His club, the Empire City Wheelmen, also gets a silver cup through his efforts. The cup for the club having the most finishers goes to the Uniona Sportiva Italiano, which had 12 members in the ranks. The medal for the youngest rider to finish, donated by the Reverend Mario Legnani, of Jamaica, doubtless will be presented to Ettore Rovere, although the final disposition has not yet been made. There also were a number of other prizes for members of various clubs, in addition to a long array of medals. Of the 70 starters, 32 riders finished, the first twenty being:

Pos.	Rider and Club.	Time. H.M.S.
1	Gerardo Orlando, E. C. W.	2:57.32⅗
2	Pasquale Damiano, E. C. W.	2:57.32⅘
3	Carlo Capello, Akron W.	2:57.33
4	Umberto Rovere, U. S. I.	2:57.33⅕
5	Giovanni Giolito, U. S. I.	2:57.33⅖
6	Luigi Marino, U. T. A. C.	2:57.33⅗
7	Ettore Rovere, U. S. I.	2:57.35
8	Francesco de Martino, U. S. I.	2:57.36⅗
9	Guglielmo Moreno, Superior W.	2:57.36⅘
10	Santo Benincasa, E. C. W.	2:57.39
11	Enrico Stone, Superior W.	2:57.39⅗
12	Felice Cambria, N. H. W.	2:57.39⅘
13	Vincenzo Principe, Bronx B. C.	2:57.41⅖

14, Emedio d'Agostino, Akron W.; 15, Mario Prisinzano, U. S. I.; 16, Jamacio Benevengo, Adelphi A. C.; 17, Raffaele De Martino, U. S. I.; 18, Giovanni Pirello, Bronx B. C.; 19, Antonio Petti, Bronx B. C.; 20, Luigi Covi, River Edge W.

EXTORTION IN SANCTION FEES

F. A. M. Chairman Disregards Rule and Fixes His Own Price—New York Club Institutes a Test Case.

Following hard on the heels of his refusal to grant sanctions for motorcycle races to be run on bicycle tracks in the East, the chairman of the F. A. M. competition committee has stirred up a hornet's nest in the F. A. M. clubs in the metropolitan district.

If anything, the cause of the trouble is even more astonishing than that which has given rise to strained relations between the F. A. M. and the N. C. A. It appears that for the last two years the F. A. M. chairman and his immediate predecessor, who remains his chief adviser, took it upon themselves to double the price of sanctions. Although the official rules state plainly and specifically that the sanction fee "shall be two dollars ($2) for each day the contest, exhibition or record trial is to be held," the chairman has been exacting a fee of $4 for all sanctions—at least, so far as road contests are concerned.

The procedure has caused some talk, but until last week no one took action to challenge its legality. Then the New York Motorcycle Club, of which the chairman is a member, took up the issue. At a meeting of its contest committee it was voted to apply for sanction for the Taral trophy contest, which occurs tomorrow, and to make a test case by tendering only the $2 fee prescribed by the F. A. M. rules. When the application was filed, it promptly was rejected, no reason being assigned. Subsequently, however, the F. A. M. official personally told the chairman of the New York club's committee what craftily he did not wish to put on record in writing—i. e., that the sanction had been refused because of failure to forward $4. The clubmen were in nowise surprised, as some of them previously had discussed the subject of fees with the F. A. M. chairman and well understood his attitude. The sum of $4 was then forwarded and the sanction was issued.

The matter was not permitted to rest there, however. At the meeting of the club itself, which occurred last week, it was placed before the members. The F. A. M. chairman was present and went into a long and labored defense of his action. He declared that the F. A. M. needed the money, that it had been put to great expense in straightening out the affairs of the former secretary, Leroy Cook, and stated, as if the F. A. M. itself already had settled the point, that after its next meeting the sanction fees will be $10 and $5 instead of $2 and $1, as at present. His chief refuge, however, was in precedent. He seemed to consider that because his predecessor had exacted the overcharge for sanctions it justified him in continuing the policy of disregarding the fees fixed by the rules. The only amusing feature of the situation was provided by the chairman when he gave the grounds on which he said his predecessor had acted—i. e., that he arbitrarily had decided that the day begins at noon and that therefore any contest which starts in the morning and extends into the afternoon occupies two days and should be taxed accordingly.

The club, however, declined to be convinced by such specious reasoning, and voted to refer the matter to the president of the F. A. M. for a decision, which at last accounts had not been rendered.

Meanwhile, members of other clubs who previously had merely muttered their discontent and objections, have taken heart and are voicing more vigorous opinions which are not serving the F. A. M. to good purpose.

New Yorkers Lease Guttenberg Track.

Motorcycle racing promoted and conducted by a corporation formed for the purpose is about to be attempted in New York for the first time. It has been known for several weeks that a group of members of the New York Motorcycle Club were endeavoring to obtain the old Guttenberg mile track, situated across the Hudson River from New York, and that they have attained their purpose became evident this week when the incorporation of the Manhattan Racing Association was announced. Following the incorporation of the organization, officers were elected as follows: Stanley T. Kellogg, president; Frank B. Widwayer, vice-president; John D. Tower, treasurer; Frank Seery, secretary. Additional directors—R. S. Morton, Walter Goerke and A. G. Chapple.

All of the men are well known in the trade and sport of the metropolitan district. Kellogg is the Excelsior representative, Widmayer the Indian agent and Tower manager of the Morgan & Wright branch. Seery is not engaged in the trade, but is captain of the New York Motorcycle Club. R. S. Morton, who was chosen chairman of the board of directors, will have active direction of the affairs of the corporation and of the racemeets which it is proposed to to conduct every Saturday and Sunday, beginning June 5. Morton is the former chairman of the F. A. M. competition committee and occasionally still is laughingly referred to as the "assistant chairman," because of his close association with the present incumbent.

The racing association's headquarters will be at the secretary's office, 18-20 East 42d street, New York. It is promised that the track will be resurfaced, the grandstand rebuilt and other improvements made. John Mullins, the principal owner of the track, who last year ran several motorcycle meets under the title Palisade Automobile Association, is understood to be backing up the new lessees.

ARRANGING EASTERN CIRCUIT

Dates and Championships Alloted to Five Tracks—New Haven Gets First Meet —Big Purses Offered.

That the present season of bicycle racing will be the greatest in at least a decade was made apparent this week by the announcement of a part of the program for the national circuit, which begins on May 30. The circuit embraces the saucer tracks at Newark, N. J., Clifton, N. J., New Haven, Conn., Providence, R. I., and Revere Beach, Mass., which are under the management of John M. Chapman.

Between May 30th and June 12th, inclusive, Manager Chapman has arranged for 14 meets, comprising 69 events. Approximately $5,000 in cash will be distributed between the professional riders, of which sum more than $2,000 will go to the pace followers. In addition to 7 medals, $900 will be expended for amateur prizes. The list of dates, the programs and the prize money is as follows:

New Haven, May 30—¼ mile professional N. C. A. championship, $100; 1 mile professional handicap, $100; 5 miles professional invitation, $90; ½ mile amateur handicap, $30; 2 miles amateur scratch, $35, and 1 mile novice, gold and silver medals.

Providence, May 30—25 miles professional motorpaced, $200; 1 mile professional match, 3 miles professional motorcycle, ½ mile amateur handicap, $30; 1 mile amateur scratch, $35; 1 mile novice, gold and silver medals.

Revere Beach, May 30—1 hour professional motorpaced, $200; professional match, 1 mile amateur handicap, $30; 5 miles amateur scratch, $40.

Newark, June 1—½ mile N. C. A. professional championship, $115; 1 mile professional handicap, $100; 10 miles professional motorpaced, $200; ⅓ mile amateur handicap, $30; 3 miles amateur scratch, $40.

New Haven, June 2—1 mile, N. C. A. professional handicap, $100; ½ mile professional handicap, $100; 10 miles professional motorpaced, $200; 1 mile amateur handicap, $30; 3 miles amateur scratch, $35.

Providence, June 3—2 miles N. C. A. professional championship, $105; ½ mile professional handicap, $95; 10 miles professional motorpaced, $200; 1 mile amateur handicap, $30; 3 miles amateur scratch, $35.

Revere Beach, June 4—5 miles N. C. A. professional championship, $145; 1 mile professional handicap, $65; 10 miles professional motorpaced, $200; ½ mile amateur handicap, $30; 2 miles amateur scratch, $35.

Newark, June 5—5 miles N. C. A. professional championship, $130; ½ mile amateur handicap; 2 miles amateur scratch, $52.

Clifton, June 5—2 hours motorpaced team match; riders and other events to be announced later.

Newark, June 8—2 miles N. C. A. professional championship, $105; ⅔ mile professional handicap, $95; 10 miles professional motorpaced, $200; ¼ mile N. C. A. amateur championship, championship medals; 2 miles amateur handicap, $37; 1 mile amateur consolation, $25.

New Haven, June 9—½ mile N. C. A. professional championship, $100; 2 miles professional handicap, $100; 10 miles professional motorpaced, $200; ½ mile amateur handicap, $30; 2 miles amateur scratch, $35.

Providence, June 10—1 mile N. C. A. professional championship, $100; 3 miles professional handicap, $104; 10 miles professional motorpaced, $200; ½ mile amateur handicap, $30; 2 miles amateur scratch, $35.

Revere Beach, June 11—¼ mile N. C. A. professional championship, $100; 2 miles professional handicap, $100; 10 miles professional motorpaced, $200; 1 mile amateur handicap, $30; 3 miles amateur scratch, $35.

Newark, June 12—¼ mile N. C. A. professional championship, $100; 1 mile professional handicap, $90; 2 miles professional invitation, $50; special professional match sprint; ½ mile amateur handicap, $30; 5 miles amateur scratch, $52.

"Shamateur" Colony Gains a Recruit.

The "millionaire shamateur" colony of Newark, N. J., steadily is being increased by "wealthy" Western riders. It was augmented this week by the arrival of George Greene, of San Francisco, who was attracted by the tales of the easy money to be picked up in amateur racing. The colony now consists of Phil Wright, Fred McCarthy, Chris Scheller, "Candy" Hollister and Lloyd Thomas. Percy O. Lawrence, last season's champion shamateur, has been retained apparently to instruct the newcomers in the art of how to get real cash and still retain their status as amateurs.

Walthour Again Announces Retirement.

In a letter to an Atlanta (Ga.) friend, Robert J. Walthour, now in Europe, announces his annual retirement. Walthour states "positively" that he will retire after the present season and settle down to a quiet life in Atlanta, although it had been given out that he would make Germany his future home.

Amateur Team Throws Down Gauntlet.

Carl Ericson, H. R. Brown and Franklin Fisher, of the Empire City Wheelmen, Brooklyn, N. Y., are out with a challenge to race any three-man team of bonafide amateurs in any kind of a race either upon the road or at the Newark Velodrome. The "millionaire shamateurs" are barred.

Walker Brings Back New Australian.

Gordon Walker, the Australian sprinter who has spent several seasons in America, has returned. Walker reached Salt Lake City last week. He was accompanied by Barney Keete, another Antipodean rider.

FOURTH PLACE FOR THE CHAMPION

Kramer Has a Bad Sunday—Wells and Anderson in Front—Ericson Trounces the "Imported" Shamateurs.

Surprises were the rule at the Newark (N. J.) Velodrome on Sunday last, 15th inst., the winners in many of the events completely upsetting the calculations of the wise ones. This especially was true of the "repechage" handicap, in which Jumbo Wells, of New Zealand, crossed the tape first, and the three miles professional scratch, which Norman M. Anderson won after a series of stealaways by a number of the riders.

Joe Fogler made his season's debut and got a fine reception from the "fans." In the so-called repechage handicap, in which the men from the various marks rode heats from each mark to qualify, Fogler and Hehir were the only ones in their heat and a match resulted. Fogler showed that he is traveling fast by defeating Hehir handily. Kramer and Lawson were the scratch men in the final, and Fogler and Hehir were next to them. Fogler was the only one of the four who showed inclination to go after the long markers, and as a result none of the low markers were able to get inside the money.

The three miles professional scratch was the feature of the meet. Wells, the New Zealand rider, started the fireworks with a jump that netted him a gain of a quarter lap, which he held for about a mile. Then Walter Bardgett decided he would try the same stunt. Bardgett went like a streak for a gain of a half lap, and might have gained a lap on the field but for Peter Drobach's pretty pulldown. When Bardgett was overhauled there remained only three laps, and Anderson, the foxy Dane, concluded that it was then or never. He jumped with such telling effect that it was impossible to overhaul him before the finish. The real fight was for second place. The position at the bell was Fogler, Root, Lawson and Kramer. The big Brooklyn crack let loose at the beginning of the last lap and Kramer passed Lawson on the back stretch but could not get around Fogler and Root. The champion tried his best on the last turn, but Fogler swung a trifle high and Kramer's stride was broken. The finish was close, Fogler winning by a half wheel over Root, with the latter only a couple of inches ahead of Kramer.

From the fact that Charles Stein of Brooklyn and Percy Lawrence of San Francisco, respectively, were the amateur champions of 1908 and 1909, the match race between them was interesting. After Stein had won the first heat—a half mile sprint—and Lawrence had taken the unlimited pursuit, there was an argument over the nature of the third heat. Stein won the toss and decided for a sprint, which he won easily. The pursuit race, the only heat which Lawrence won, lasted nearly 4 miles.

The amateur events were interesting, as usual. The surprise came in the handicap, when Carl Ericson, the heavy man of the Empire City Wheelmen, showed that his road racing has not been in vain, by winning easily. Wright, the Salt Lake "millionaire," finished second and also got the money in the scratch race by defeating William Coburn, the new star. Martin Ryan, the trainer who was graduated from the novice ranks only a couple of weeks ago, also showed that he has a future by coming in third and leading home a number of well known riders. The summaries:

One-half mile novice—Won by C. Anderson, East Orange; second, William Bowen, Xavier A. A. Time, 1:11.

Professional match between Percy O. Lawrence, San Francisco, and Charles H. Stein, Brooklyn—First heat (½ mile sprint) won by Stein. Time, 1:17⅗. Second heat (unlimited pursuit) won by Lawrence. Distance, 3 miles 5½ laps. Time, 9:16⅖. Third and final heat (½ mile sprint) won by Stein. Time, 1:19⅘.

One mile repechage handicap, professional—Won by Jumbo Wells, New Zealand (140); second, Charles Schlee, Newark (160); third, Albert Crebs, Salt Lake City (115); fourth, Walter A. Bardgett, Buffalo (130); fifth, Norman M. Anderson, Denmark (90). Time, 1:48⅖.

One mile handicap, amateur—Won by Carl Ericson, Empire City Wheelmen (100); second, Phil Wright, Salt Lake City (scratch); third, Chris Scheller, San Francisco (20). Time, 2:08⅘.

Two miles invitation scratch, professional—Won by Patrick Hehir, Australia; second, Menus Bedell, Newark; third, Fred Hill, Boston; fourth, Alfred Halstead, Sacramento, Cal.; fifth, Edward Rupprecht, Newark. Time, 4:42⅕.

Three miles scratch, amateur—Won by Phil Wright, Salt Lake City; second, William Coburn, Newark; third, Joe Passenger, Bay View Wheelmen; fourth, Martin Ryan, Newark; fifth, Jacob Magin, National Turn Verein Wheelmen. Time, 6:43⅗. Lap prize winner, Walter Raleigh, Acorn Athletic Association.

Three miles scratch, professional—Won by Norman M. Anderson, Denmark; second, Joe Fogler, Brooklyn; third, E. F. Root, Melrose, Mass.; fourth, Frank L. Kramer, East Orange; fifth, Alfred Halstead, Sacramento, Cal. Time, 6:17⅘.

Mormons Witness a Motorcycle Race.

One motorcycle race enlivened the program at the automobile racemeet held on the mile Buena Vista dirt track near Salt Lake City, Utah, Sunday, 8th inst. The distance was 5 miles, and L. Claflin, astride an Indian, won by a narrow margin from H. Peck, similarly mounted. The third starter was "Dutch" Hiatt, but a punctured tire put him out of the running. Time, 7:18.

CENTURY RUN DRAWS 210 RIDERS

Of These 150 Qualify for Silver Medals in Century Road Club of America Event —Three Big Divisions.

With 210 starters, divided into three groups, the 14th annual century run of the New York State Division, Century Road Club of America, held on Long Island on Sunday last, 15th inst., truthfully can be recorded as one of the most successful events of the kind ever held by the organization. It was large enough and impressive enough to cause the men who prate of the "passing of the bicycle" to rub their eyes



CENTURY ROAD CLUB IN ORDERLY ARRAY ON LONG ISLAND

and those who watched the three divisions proceeding along the Merrick road in a well ordered manner could not but remark the difference between bicycle century runs and the mad scorching which characterizes the motorcycle affairs of similar character.

It originally had been planned to have only two divisions—one for slow riders and another for the faster men, but such a large gathering showed up at Prospect Park, the starting point, that the slow division was cut in two. Emile E. Fraysee, Herman Geiler and Henry Perry paced one of the groups, while the other was led by Jacob Hedden, William Kirchner and Charles Fortenbach. The pace for the slow division was 12 miles an hour, while the fast division, paced by Charles Hausenbauer, Fred E. Mommer, Sylvain Segal, A. Smith and George Hausenbaur rode at 16 miles an hour.

The route was from Brooklyn to Coney Island and back, thence to Richmond Hill, Freeport, Amityville and Hicksville, 58 miles, where the schedule brought both divisions together for dinner. From Hicksville the riders treked to Massapequa, Hempstead, Valley Stream and thence to the finish at Brooklyn, the fast division arriving at 5:40 and the others at 6:20 p. m.

Although there were the usual number of punctures, there were no accidents, despite the great number of automobiles on the road. Fred E. Mommer was delayed some time at Massapequa, but eventually he repaired a leaky valve and rejoined the fast bunch. All those who finished on time received silver medals, more than 150 qualifying for them.

Boyd and Armstrong Win at Denver.

Although cold and threatening weather considerably diminished the usual attendance, a crowd of several hundred spectators witnessed the motorcycle race meet at Broadway Park track, Denver, Col., on Sunday afternoon last, 15th inst. Glen Boyd and Earl Armstrong shared honors in the three events, the former winning two. The summaries:

Five miles scratch, stock machines—Won by Earl Armstrong, Indian; second, John Albright, Indian, third; Glen Boyd, Indian. Time, 6:00.

Five miles free-for-all—Won by Glen Boyd, Indian; second, Earl Armstrong, Indian; third, John Albright, Indian. Time, 5:42.

Five miles free-for-all—Won by Glen Boyd, Indian; second, Earl Armstrong,

Five miles scratch, stock machines—Won by Glen Boyd, Indian; second, John Albright, Indian; third, Alva Stratton, Excelsior. Time, 5:58.

Boyer Takes Cheyenne's Event.

Fred Boyer won the 8 miles motorcycle race at Cheyenne, Wyo., Wednesday, 11th inst., with J. N. Jenkins second and Fred Kingham third. Time, 10:26⅕. All of the men rode 5 horsepower Indians. The event was a part of the automobile racemeet held on the four miles circular speedway laid out on the prairie near the city, and which

COLLINS IS GENEROUS TO WILEY

Defeats Him, Nevertheless, Behind Pace at Clifton—Jones Beats Moran in a Match—Two Amateur Events.

By his sportsmanlike action in refusing to take advantage of his opponent when his bicycle tire punctured, Elmer L. Collins, of Lynn, Mass., made a host of new friends at the Clifton (N. J.) Stadium on Sunday afternoon last, 15th inst. The incident occurred in the feature race—a 10 miles motorpaced match between Collins, the American champion, and George Wiley, of Syracuse, N. Y. In the first heat Charles Turville paced Collins to victory after a rattling good race all the way.

In the second heat Wiley got around Collins and maintained the front position until four miles, when a tire punctured. Collins showed his sportsmanship by immediately slowing up and refusing to ride until Wiley got another bicycle. The Syracusan could not find another wheel, and Collins proffered his spare rear wheel, which Wiley accepted. Wiley put up a good fight, but was beaten in the last two miles.

The big surprise of the meet was the defeat of "Bulldog" Jim Moran, of Chelsea, Mass., by Fred Jones, the local prodigy. Moran and Jones were matched in a combination sprint and pursuit race. In the first heat Jones outgeneraled Moran and won by a half wheel, but Moran won the pursuit after riding practically two miles. Fortune was with Jones, as he won the toss to decide the third heat, and naturally chose a sprint, which he won.

Fred McCarthy proved the best sticker in the unlimited pursuit by outlasting Adam Beyerman in the final heat, Clarence Carman finishing third. Michael Journey won the amateur handicap. The summaries:

One-half mile handicap, amateur—Won by Michael Journey, Nutley, N. J. (25); second, Robert Werneau, Passaic, N. J. (70); third, Victor Anderson, New York City (40). Time, 1:01⅘.

Professional match between James F. Moran, Chelsea, Mass., and Fred Jones, Passaic, N. J.—First heat (1 mile sprint) won by Jones. Time, 2:28⅖. Second heat (unlimited pursuit) won by Moran. Distance, 1 mile 5⅓ laps. Time, 4:13⅖. Third and final heat (½ mile sprint) won by Jones. Time, 1:14⅖.

Ten miles motorpaced match, professional, between Elmer L. Collins, Lynn, Mass., and George Wiley, Syracuse, N. Y.—First heat won by Collins. Time, 13:46⅘. Second heat and match, won by Collins. Time, 14:26⅖.

Unlimited pursuit, amateur—Won by Fred McCarthy, Toronto, Can.; second, Adam Beyerman, Mohawk A. C.; third, Clarence Carman, Jamaica, N. Y. Distance, 3 miles 5 laps. Time, 8:42⅘.

CRESCENTS' HANDICAP WAS WARM

Kammann Takes First Honors Only by a Hard Sprint—Scratch Men Loaf—Gerardi Gets Time Prize.

With a record breaking number of entries and witnessed by an unusually large number of spectators, the 12 miles handicap road race promoted by the Crescent Bicycle Club of Baltimore, Md., and which took place on the "Johnny-cake Road" near that city on Sunday last, 15th inst., was the most successful road contest ever held there.

Herman Kammann, of the Highland Wheelmen, riding from the 5 minutes handicap mark, won the event after a hard sprint against Fred Plitt, of the Crescent Bicycle Club, and Samuel Eby, of the Carroll Cyclers. Kammann's time was 35 minutes 24⅗ seconds.

Disagreement between the scratch men, resulting in their loafing, presented the time prizes to the riders with handicaps. P. Gerardi, of the National Cycling Club, of Washington, D. C., who covered the course in 34 minutes 31⅗ seconds, and who was placed fifth, took the major award.

Of the honor markers Boehm, of the Lafayettes, and Denham, the Washington crack, were put out of the race in the first six miles, leaving Taylor of the Crescents, Welsh of the Racycles and Briggs of the Carrolls. Welsh did not want to set any pace, according to the other riders, and the first lap was covered in 16 minutes flat—rather slow time for six miles. In the second lap Welsh still persisted in refusing to set his share of the pace and Taylor and Briggs finally refused to go out.

The field of riders was the largest known in years, there being 56 entries, all but five of which started. The course was freshly shelled in places, but this did not seem to deter the riders, and there were no more mishaps than ordinarily. The summary:

Pos. Rider.	H'c'p. M.S.	Time. M. S.
1 Herman Kammann	5:00	35:24⅗
2 F. S. Plitt	7:00	37:24⅘
3 Samuel Eby	5:00	35:27
4 Carroll Uhler	7:30	38:01⅗
5 P. Gerardi	4:00	34:31⅗
6 L. V. Bossom	4:30	35:15
7 A. E. Schmidt	5:00	36:16
8 Harry Hubbard	4:30	35:38
9 Charles McIver	7:20	39:00
10 R. Carroll	5:00	36:34
Time Prizes.		
1 P. Gerardi	4:00	34:31⅗
2 H. Linderman	2:00	34:50
3 A. E. Schmidt	5:00	35:15
4 F. Schallenberger	3:00	35:21

Jerseyites Hold Forth at Olympic.

Although closed to members of the New Jersey Motorcycle Club, the race meet held at the Olympic Park half mile dirt track on Sunday afternoon last, 15th inst., was productive of good sport. The surprise of the day was Karl Segelbach, who, with his 5 horsepower Indian, after winning his novice, captured the 5 miles open and defeated Percy Drummond, the club's champion. The latter race was exciting. Segel- The summaries:

Three miles novice—Won by Karl Segelbach, 5 horsepower Indian; second, P. Boschen, 5 horsepower Indian; third, H. E. Coryell, 5 horsepower Indian. Time, 4:31.

Five miles open—Won by Karl Segelbach, 5 horsepower Indian; second, Percy Drummond, 5 horsepower Indian; third, George Reichey, 6 horsepower Yale. Time, 6:45.

Three miles handicap—Won by P. Kreiger, 4 horsepower Harley-Davidson (0:37); second, William James, 3½ horsepower Indian (0:25); third, George Reichey, 6 horsepower Yale (0:09); fourth, Karl Segelbach, 5 horsepower Indian (scratch). Time, 4:17.

Two miles match between William James, 5 horsepower Indian, and George Reichey, 6 horsepower Yale—Won by James. Time, 2:35.

Two miles match between P. Krieger, 4 horsepower Harley-Davidson, and J. Pflieder, 3 horsepower Yale—Won by Krieger. Time, 2:50.

Motorcycles Redeemed the Program.

Had it not been for the excitement occasioned by the motorcycle races, the two days' automobile race meet at the Overland Park mile dirt track, Denver, Col., on Friday and Saturday, May 13th and 14th, would have been a frosty affair. Thanks to some excellent competition between the two-wheeled machines, the meet was saved from dismal failure, and the large crowds present both days were loud in their acclaim that the motorcycle races furnished the only excitement, despite the presence of Barney Oldfield and his 200 horsepower racing car.

The 5 miles scratch on Saturday, which was won by Armstrong, Indian, was covered in the fast time of 5:48. The surprise of the meet was B. W. Brazie, a newcomer, riding a Merkle, who defeated Armstrong and Boyd.

The summaries:

Friday—May 13th.

Five miles scratch, professional—Won by B. W. Brazie, Merkel; second, Earl Armstrong, Indian; third, Glen Boyd, Indian. Time, 4:50.

Five miles professional, stock machines—Won by Joe Wolter, Merkel; second, Alva Stratton, Excelsior. Time, 5:54.

Saturday—May 14th.

Five miles scratch, professional—Won by Earl Armstrong Indian; second, B. W. Brazie, Merkel; third, Glen Boyd, Indian. Time, 4:48.

Five miles match, professional—First heat won by Joe Wolter, Merkel; second, Alva Stratton, Excelsior. Time, 5:24⅗. Second heat and match won by Wolter. Time, 5:24⅗. Second heat and match won by Wolter. Time, 5:28⅗.

EASY FOR EARHART AND BALKE

With Collins They Annex Every Prize in Motorcycle Events at Santa Rosa—Ride Rings Around Automobiles.

From the beginning of the sport, the mixing of automobiles and motorcycles at race-meets usually has not proved flattering to the four-wheeled vehicles, and for that reason it is not surprising to learn that the two-wheeled steeds figuratively ran rings around their big brothers at the three days' meeting held in connection with the race carnival at Santa Rosa, Cal., on Friday, Saturday and Sunday, May 6th, 7th and 8th.

Charles Balke, A. Earhart and W. G. Collins were the star contenders in the motorcycle events, and Earhart and Balke made a killing, the former winning four firsts, while Balke accounted for three firsts and four seconds.

The track was in excellent shape, which accounts for the remarkable time made in all the events. The fastest time of the meet was made in the 5 miles free-for-all on Sunday, when Earhart, riding a Thor, covered the distance in 4:22⅕, his best mile being in 51⅕ seconds, which is tall traveling for a mile dirt track. The fastest time for 5 miles made by an automobile was 5:16. Even the stock motorcycles did better than a mile a minute in every race. The summaries:

Friday—May 6th.

Five miles, for stock twins—Won by Charles Balke, Thor; second, W. G. Collins, Indian. Time, 4:41.

Five miles, stock singles—Won by W. G. Collins, Indian; second, Charles Balke, Thor; third, A. Earhart, Thor. Time, 4:42⅖.

One mile against time—Won by Charles Balke, Thor, 0:58⅘; second, W. G. Collins, Indian, 1:07⅕.

Saturday—May 7th.

Five miles, stock twins—Won by A. Earhart, Thor; second, Charles Balke, Thor, third, W. G. Collins, Indian. Time, 4:30⅖

Five miles, stock singles—Won by A. Earhart, Thor; second, Charles Balke, Thor; third, W. G. Collins, Indian. Time, 4:32.

Five miles free-for-all—Won by A. Earhart, Thor; second, Charles Balke, Thor; third, W. G. Collins, Indian. Time, 4:32⅕.

Sunday—May 8th.

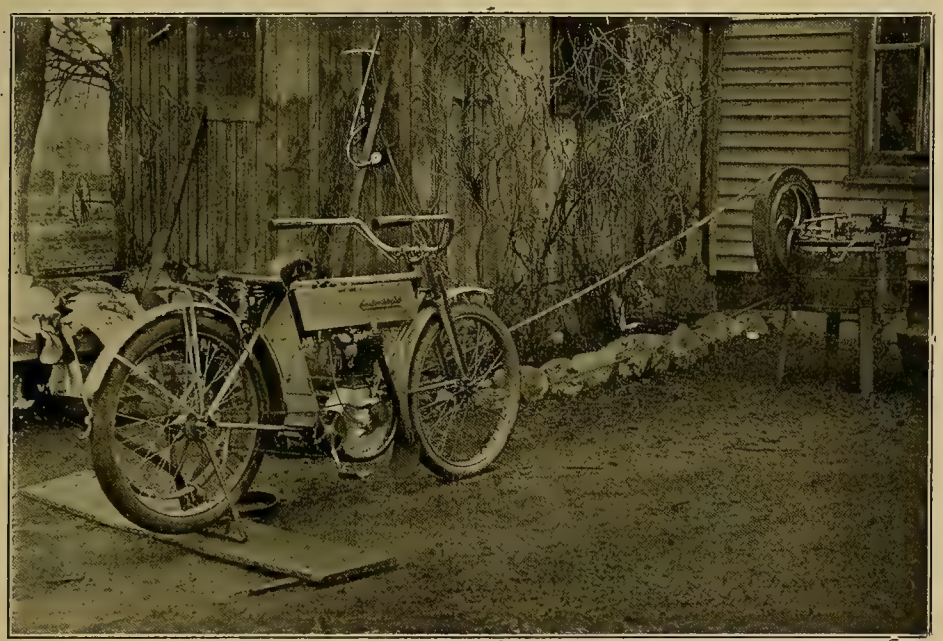
Five miles, stock twins—Won by Charles Balke, Thor; second, W. G. Collins, Indian. Time, 4:30⅖. Earhart blew rear tire.

Five miles free-for-all—Won by A. Earhart, Thor; second, Charles Balke, Thor. Time, 4:22⅕. Fastest mile made by Earhart, 0:51⅕.

HELPS TO MAKE THE HOME HAPPY

Motorcycle Adds Another to Its Many Utilitarian Uses—How a South Dakotan Puts it to Work.

In some families there is a spirit of adverse criticism when one of the male members invests in a motorcycle, on the ground that he is "a selfish old thing" and might have bought something which would contribute to the comfort and happiness of the whole family, and particularly its women members, instead of being merely for himself. A great number of motorcyclists have estopped criticism of this kind



MOTOR BICYCLE PLAYING A WASHERWOMAN'S PART

by equipping their machines with tandem attachments, fore-cars or side-cars, in order that others of the family might enjoy the sport with them, but Gay Barrows, of De Smet, S. D., has discovered what appears to be an equally effective and highly utilitarian way of making an Excelsior motorcycle contribute to the family well-being. It consists of making the motorcycle perform the family washing, the method of doing so being made clear by the accompanying illustration. A large wood pulley having been fitted to the hand wheel of the washing machine, a long belt connects it with the small driving pulley on the engine. The belt to the washing machine temporarily replaces the belt to the rear wheel, which is slipped from the engine pulley in order to mak room for it.

Oppose Motorcycles on Cycle Paths.

Bicycle riders who have paid $1 each for the maintenance of the cinder paths about Spokane, Wash., have made objection to the request of the motorcycle riders that they be granted the use of the paths, which request was detailed in the Bicycling World. During the past year $3,800 has been paid to the city by the bicycle riders to keep the cinder paths in repair, while the motorcyclists have not, of course, paid anything, as the paths have been barred to them. In making application for the use of the paths the motorcyclists' petition recited that they never exceeded the speed limit and that riders would be willing to pay $2 a year for the side path privilege. Louis Martin, of the city bicycle commission, contends that the motorcyclists do exceed 12 miles an hour and that the paths would be damaged considerably if motorcicles were permitted thereon. He was backed in his statement by petitions from many bicycle riders, and the entire matter will be threshed out at the next meeting of the city council.

Two Empire Wheelmen Strike a Snag.

Matt Barnett and Peter Sorenson, two of the members of the Empire City Wheelmen of Brooklyn, ran upon a snag in the shape of Jersey justice last Sunday, 15th inst. The two riders were on their way to the Clifton Stadium, and for riding about 25 feet on the sidewalk they were gathered in by the police. Manager Chapman bailed them out, but later had to enrich the Clifton treasury to the extent of $3.75 apiece.

Toledoans Dine on Motorcycle Parts.

"Sliced rubber patches" with "cylinder oil salad dressing" and "spark plug chips" were but a few of the goodies that the members of the Toledo (Ohio) Motorcycle Club ate at the "Farm" on May 4th. The occasion was the first annual banquet of the club, and Charles Quetschke admirably acquitted himself as toastmaster, as did W. F. Hubbel, Leo Hildebrand, Otto Oberwegner and A. R. Ketcham, the speakers.

SHOWS THE DANGERS OF GASOLENE

Expert Makes Startling Tests that Prove the Perils of the Vapor and the Harmlessness of the Fluid.

Members of the Automobile Club of America were given a peculiar treat recently, when Mr. E. W. Marshall, a patent attorney, lectured before them on the "Safety of Gasolene." Some of the audience were startled when at the outset a lighted match was applied to a can of gasolene. But this, to Mr. Marshall, was simple, as was also the boiling of a can full of gasolene over an open flame.

The experiments were made in order to prove to the audience that, in order to explode gasolene, it must be in the form of vapor mixed with a considerable quantity of air. The lecturer partly filled a coffee pot with gasolene and ignited the vapor at the spout. Some distance away he placed another can filled with gasolene. He then poured the gasolene from the coffee pot through the burning vapor at the spout into the can at its side. Nothing happened.

Following these proofs of the safety of gasolene vapor when pure and unmixed with air came experiments showing the danger of the same when permitted to mingle with certain quantities of air. Mr. Marshall filled a large paper bag with air and then, by the use of an ordinary atomizer, saturated the air with vapor of gasolene. Inserting a spark plug attached to a battery, he caused an instant and heavy explosion.

In the second part of the lecture Mr. Marshall proved that all of the slow burning explosives are harmless when not under pressure by burning smokelesss powder and lighting his cigar with the burning stick of powder. He also showed how to make a carburetter out of his cigar by smoking one with gasolene in it and igniting the mixture of smoke, air and vapor as it issued from his mouth. He then thoroughly saturated the cigar with gasolene and continued to smoke it, thus proving that gasolene cannot be ignited by the embers of a cigar.

Gasolene in various mixtures with air was exploded by several different methods, the speaker pointing out the need of great care in preventing the escape of gasolene vapor into a room where it could become mixed with a large quantity of air, because only a small quantity of gasolene vapor is needed to make an explosive mixture of the atmosphere in a good sized room.

Davis Progresses Across Continent.

V. E. Davis, of the San Francisco Motor Club, who left that city February 3d, is nearing New York. He last was heard from in Missouri, when he stated that he expected to reach New York on or about June 5th. Davis already is contemplating making the return trip on his twin Indian.

WHAT TO DO IN CASE OF ACCIDENT

Further Exposition of Available First Aid Treatment—Dislocations, Sprains, Hemorrhages, Burns and Concussion.

Although shock, contusions and wounds are experienced in cycle and motorcycle accidents and a knowledge of the treatment of such cases greatly is to be desired, as detailed in last week's Bicycling World, they are not the only injuries within the ken of the rider. Equally is it well to know the proper procedure in cases of concussion, hemorrhage and burns, despite the fact that these are of less common occurrence than sprains, dislocations and fractures.

Dislocations.

A dislocation or luxation is a forcible displacement of one articular (joint) surface of a bone from another, and may be the result of direct or indirect violence, or of muscular contraction. More or less rupture of the ligaments always takes place. The chief signs of dislocation are deformity and loss of function of the joint. The mobility of the part is greatly decreased, while in fractures there is increased mobility. In dislocation the deformity is at the joint, while in fractures it is usually about the shaft. The reduction of a dislocation requires considerable skill, and should be performed by the surgeon. Exceptions to this rule may be made in dislocation of the shoulder, lower jaw and fingers.

Dislocation of the humerus usually takes place downward. The reduction of this dislocation may be accomplished in the following way: A firmly compressed ball of cotton or similar material should be placed in the armpit; the attendant should then remove the shoe from his foot nearest the affected side of the patient (facing the latter) and press the heel upward against the ball which was placed in the armpit; he also should grasp the patient's hand and arm and pull downward, thus making extension and counter-extension. In this manner the head of the humerus is disengaged, and, if the foot of the attendant can be turned outward and the arm of the patient brought toward the chest during the extension and counter-extension, the bone will generally slip back into its proper position. After the reduction the arm should be bandaged to the chest to prevent a redislocation. It should not be forgotten that the axillary space contains many nerves and blood-vessels, and too rough a manipulation may be followed by very serious consequences.

Dislocation of the inferior maxillar (lower jaw) may be the result of a blow, but usually follows the act of yawning, laughing or vomiting. The deformity is striking; the jaw is protruded and remains open, the patient being unable to bring the teeth together. The articular surfaces of the bone in this injury being carried forward, and somewhat upward, the reduction should be accomplished by depressing the articular portions of the lower jaw and forcing them backward. This may be accomplished in the following manner: The patient should be placed in a chair, with the operator standing before him, having his thumbs well padded to guard against the possibility of being bitten by the patient when the jaw snaps back to its proper position. The attendant then places a thumb upon each posterior molar tooth of the inferior maxillar, and presses downward and, with his fingers, tilts the chin upward. While the bone is being carried downward in this manner, a backward pressure with



the thumbs should then be added to help carry the articular surfaces to their proper position. The jaw should then be held in place by a four-tailed bandage, which will be described later.

Dislocation of the phalanges may be reduced by bending the dislocated bone further back, at the same time making extension and counter-extension, then suddenly flexing the joint. The subsequent adjustment of a dorsal and plantar splint is necessary.

Sprains.

A sprain is a twisting or wrenching of a joint, associated with considerable stretching, and even tearing, of the tendons and ligaments of the affected part. Sprains usually occur at the ankle or wrist. Pronounced swelling and pain rapidly ensue, and are characteristic of the injury; though it is often difficult to decide between a sprain, a dislocation and a fracture. The proper relation of the ends of the bone composing the joint and the absence of the principal signs of dislocation and fracture indicate that a sprain exists. A sprain is always troublesome, and may be followed by serious results, a common sequel being anchylosis, or stiffness of the joint.

Treatment of Sprains.

The part should be elevated and a cold application made, preferably the rubber bag or a pig's bladder filled with ice. Should neither of these be obtainable, the cracked ice may be placed in a handkerchief or towel, and, if possible, the dressing enveloped with oiled silk or rubber cloth. If the ice cannot be procured, cloths wrung out in cold water should be substituted. A roller-bandage, carefully applied from the extremity upward, is also valuable in preventing the continuation of the swelling. The ice or cold-water applications can be applied over the bandage; it must be borne in mind, however, that a bandage that has been wet will shrink, and may make too much pressure, or even cause strangulation of the part. After the acute symptoms have subsided, and the heat and swelling have diminished, the cold applications should be discontinued and gentle friction substituted. Or the joint may be rubbed with a stimulating lotion, as soap-liniment, alcohol, or salt water. Massage is also a valuable remedy. In severe sprains affecting the larger joints, these parts should be kept quiet for two or three weeks, and motion then be gradually performed.

Hemorrhage.

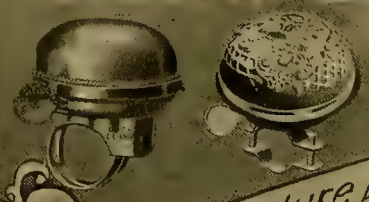
Hemorrhage is the escapage of blood as the result of an injury to a blood vessel, and is classified as arterial, venous and capillary. In arterial hemorrhage the blood is thrown from the injured vessel in jets or spurts, and has a bright red or scarlet color. In venous hemorrhage the blood flows from the wound in a slow, steady stream, the color being dark red or purple. In capillary hemorrhage the blood oozes from the general surface of the wound and not from one point, as in either of the other two cases.

Hemorrhage is arrested in two ways—natural and artificial. The natural means of arresting an arterial hemorrhage is as follows: After an artery has been entirely divided the muscular coat produces a contraction and retraction of the vessel at the seat of the injury. The contraction diminishes the diameter of the artery, while the retraction draws the ends of the vesel backward into its sheath. The blood at the mouth of the injury forms a coagulum or clot, which aids in the prevention of a further escape of blood. The clot at the mouth of the injured vessel in time becomes organized and firmly attached, and permanently stops the bleeding. When an artery is only partly divided the contraction and retraction cannot properly take place and the hemorrhage is very persistent. The manner in which nature arrests venous hemorrhage is the same as in arterial, as above detailed, and also the collapse of the vessel at the point of injury. The pressure in veins being much less than in arteries, the hemorrhage is less vigorous and much more easily controlled. In capillary hemorrhage the small size of the vessels and the

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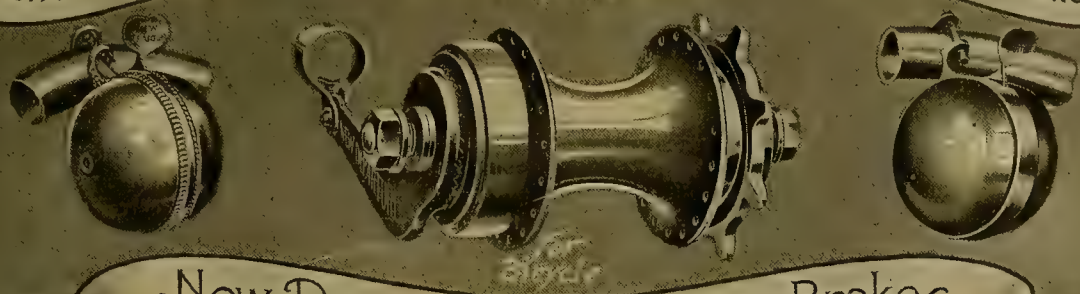
Cyclometers
Trouser Guards
Bells



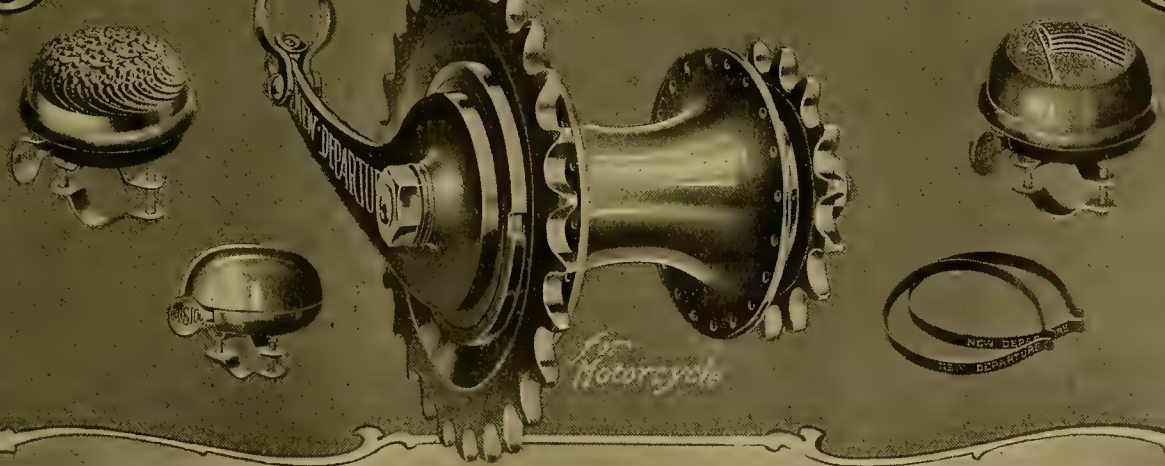


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contraction which follows their division, together with rapid formation of a clot, especially when the bleeding surface is exposed to the air, usually check the bleeding in a very short time.

The artificial means of arresting hemorrhage are as follows: Position, pressure, cold and heat, torsion, rest, styptics, and ligation. Elevation of the injured part aids in controlling the bleeding only where a small artery has been severed, but is of little value when larger ones are implicated, owing to the strong pressure of blood in arteries.

The pressure method of arresting hemorrhage is, next to ligation, the most important means that can be employed for this purpose. It may be applied directly to the bleeding surface, or it may be made along the course of the artery. In the latter case the pressure should always be made between the heart and the wound. Pressure with the finger can only be of avail for a short time, unless the one making the pressure can be relieved at short intervals. For this reason a tampon—if properly applied—is more effective than digital pressure, provided the surgeon is not expected for some time, or in case it is necessary to move the patient.

In tamponing, the wound should be thoroughly filled from the bottom. A tampon improperly applied is worse than useless. The material used for this purpose must be absolutely clean, and, if possible, made antiseptic. Should the surroundings permit, choice should be made from the following: Small strips of antiseptic gauze, linen, muslin, or absorbent cotton. After the above has been complied with, the tampon should be held firmly in place by a bandage, but should not be allowed to remain longer than twelve or fifteen hours, without the advice of the surgeon. If, at the end of this time, no hemorrhage recurs, the wound should be treated as an ordinary wound.

If the surgeon is not expected for some time an improvised tourniquet may be used in the stopping of a severe hemorrhage. An excellent tourniquet can be extemporized by folding a large handkerchief in the form of a cravat, placing between the folds a smooth stone, piece of wood, cork, potato, etc., or a good sized knot may be tied in the handkerchief. The latter is not as good as the stone, etc., however. The handkerchief is then bound loosely around the limb and tied, the portion acting as a pad being placed over the artery, between the wound and the heart, and held securely in this position while a cane or stick of some sort is passed between the handkerchief and the skin, at the side of the limb opposite the pad. The cane or stick is then twisted until the bleeding is brought under control. As the constriction of this form of presure interferes with the return of venous circulation, the handkerchief should occasionally be loosened, if there is any sign of serious obstruction, as swelling and discoloration of the part below the constriction. Digital pressure should be applied while the tourniquet is loose. A handkerchief is given as an example of what may at once be secured, but parts of clothing, neckties, or rubber tubing, rope, inner tubes, etc., may be used.

Venous hemorrhage is easily controlled if the following rules are observed: (1) Remove everything between the injury and the heart that retards the flow of blood, as garters, tight clothing, etc.; (2) elevate the part injured; (3) apply a good firm compress directly to the wound. Of course, it must be understood that elevation of the part and the use of the tourniquet can only be resorted to when the bleeding is from an extremity—the arms or legs—and would be of no use if the bleeding was from the body or head. In the latter case, a compress bandaged tightly over the wound would be the only and most effective method that could be employed.

In capillary hemorrhage there is little to be done. Exposing the part to the air, applying cold or heat in the form of ice or wet cloths is all that is necessary. It might be stated that hot applications (about 120 to 125 degrees Fahr.) are far more effective than the cold applications.

Burns.

Burns are divided into three classes—first, second and third degree. It will not be necessary to deal with third degree burns, however, as the only one which the automobilist may have to treat is that of the first degree. Burns of the first degree are those where there is nothing more than a little redness of the skin and a slight annoying pain. The second degree burn is where there is a blister caused by the heat. Among the soothing remedies which generally can be procured by the motorist at once are bicarbonate of soda, common baking—not washing—soda, starch, flour, chalk, magnesia or charcoal. One of these may be thickly dusted over the burned surface. Vaseline, cosmoline, lanoline, olive, linseed, or castor oil; also lard and butter, provided that they are not rancid; white lead paint, or limewater, whitewash, or even ink, mucilage, or molasses may be employed, although inferior to some of the others.

In burns of the second degree, if there is any dirt or clothing attached to the blisters it should be carefully washed away with warm water, or softened with oil, and detached later. If the blisters are large they should be pricked at their lowest point and the contents allowed to escape, or should be absorbed with a piece of clean blotting paper, etc. The oily substances recommended for first degree burns may then be applied. One of the best applications, and one which is most often prescribed by the surgeon, is equal parts of linseed oil and limewater.

Concussion of the Brain.

Concussion of the brain is a term applied to a shaking up or jarring of this organ. More or less contusion of the cerebral tissue probably occurs in severe cases. It is caused by a blow upon the head, or a shock transmitted upward through the spinal column. The injured person may only be stunned or dizzy for a moment, with no loss of consciousness; the face is usually pale, and more or less weakness and trembling of the limbs are present. These symptoms are usually followed by a rapid restoration to the normal condition. Sometimes in apparently mild cases, however, serious cerebral disturbances may occur (usually within a week). In severe cases there is a partial stupor, and a feeble pulse; the pupils may be contracted or dilated, and generally react to light; the surface of the body is cold, and restlessness and vomiting are usually present. As a rule, the breathing is natural. In very severe cases the patient is in the condition of shock, which has already been described in a preceding chapter. There is one point connected with the shock following concussion of the brain which must be emphasized—namely, that the reaction is usually excessive, being more pronounced than in shock accompanying injuries to the body, and often results in inflammation of the brain.

Treatment of Concussion.

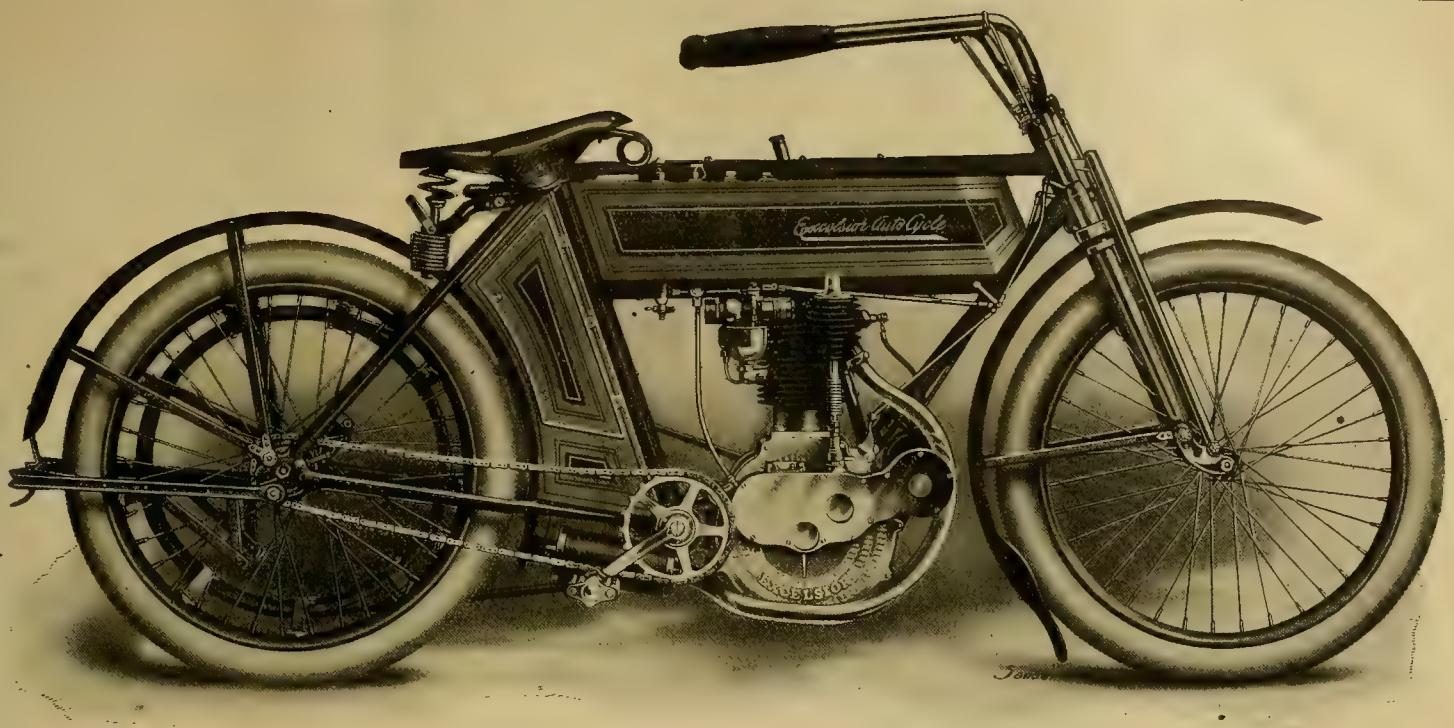
In mild cases the treatment consists in keeping the patient quiet, with cooling application to the head. The more serious cases, which assume the form of shock, should receive the treatment appropriate to the latter condition, particular attention being paid to the extreme reaction that may occur. For this reason internal stimulants should not be given. Warmth to the extremities, and cold applied to the head, are also indicated. Rest and quietude must be insisted upon in all cases of concussion of the brain.

Compression of the Brain.

Compression of the brain commonly follows fracture of the skull, a portion of the broken bone being driven into the cerebral tissue and causing pressure. A cerebral hemorrhage may also cause this condition. It often is difficult to decide between concussion and compression of the brain. However, in compression the stupor is more profound, the pulse is slow, the pupils are dilated and do not respond to the action of light; the breathing is stertorous, similar to that in apoplexy. There is more or less paralysis present, and convulsions may occur.

Treatment of Compression.

Besides keeping the patient quiet and applying cold to the head, and preventing the administration of stimulants, very litle can be accomplished by the unprofessional person, and the case should be placed in the hands of a surgeon as quickly as possible. If a wound is present it should be protected by an antiseptic compress, which can be held in place very effectively by a four-tailed bandage.



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When big road contests are held, we do not especially prepare and equip one machine for that event, but the steady, consistent service of all

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leads enthusiastic owners to enter in numbers confident of results. In the New York Motorcycle Club's Single and Double Century Run, on May 1st, six Excelsiors started in the 200-mile class, three Excelsiors started in the 100-mile class. All finished with Perfect Scores. At the same time, Stanley T. Kellogg and Shelton Sturges rode 330 miles in 12½ hours without an adjustment or repair of any kind.

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Accidents and How They Happen.

Attempting to ride between two automobiles near Salt Lake City, Utah, Sunday, 8th inst., cost George Bowen, a bicyclist of that city, a compound fracture of the leg. He is expected to recover.

Driving his motorcycle into a street car in an effort to dodge a bicycle going in the opposite direction, Eber A. Long was instantly killed at South Bend, Ind., Saturday, 7th inst. The force of the collision resulted in a fractured skull.

The exceedingly dangerous practice of holding on to a moving automobile claimed another victim in Hartford, Conn., on Saturday, 7th inst. Tony Yacavone, a bicycle messenger, held to a car until it was going too fast for him to let go. Both arms were broken by the fall.

While racing with a trolley car near San Bernardino, Cal., Saturday, 7th inst., George Roddick and his motorcycle struck a pile of sand. The young man landed on his head and was removed to the hospital suering from concussion of the brain and a fractured nose; his recovery is doubtful.

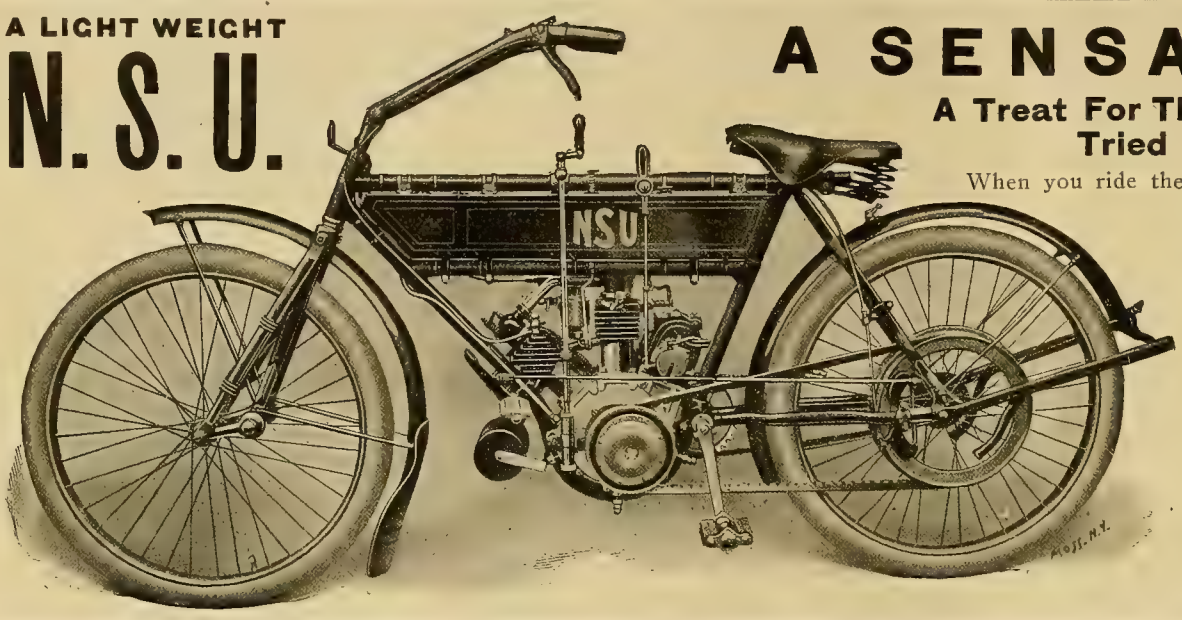
In a head-on collision with an automobile at Far Rockaway, N. Y., Tuesday night, 17th inst., Charles McDowell was so seriously injured that he may not recover. The skin was torn from his right leg and thigh and a large section from his back. His spine also was lacerated. He is in St. Joseph's Hospital, Brooklyn.

Yancy Helms will die as the result of scorching upon the road near Pendleton, Ind., Monday last, 16th inst. Helms was racing with Walter Umbles and Clarence loose and he fell. One of the bars pierced his abdomen. He was carried to a nearby farmhouse, where he received medical attention, but he cannot recover.

While riding a motorcycle across a Plainfield (N. J.) street Saturday night, 14th inst., Harvey R. Thorn was struck by an automobile, the driver of which immediately crowded on speed and disappeared. At first it was feared that Thorn's neck was broken, but this was found to be not the case, although it is feared that he may succumb to other injuries.

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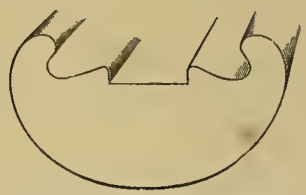
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RECENT PATENTS.

9479,379. Support for Bicycles and the Like. Kark Duve and Franz Duve, Hanover, Germany. Filed Aug. 3, 1908. Serial No. 446,-811.

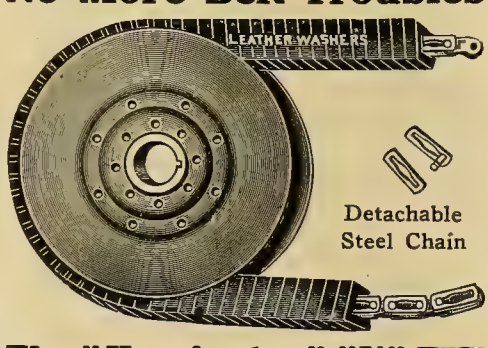
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947,444. Device for Driving Motor Agricultural Machines. Alexander Jeszenszky, Nogradkovesd, Austria-Hungary. Filed March 15, 1909. Serial No. 483,667.

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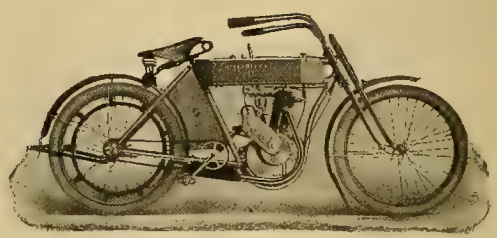
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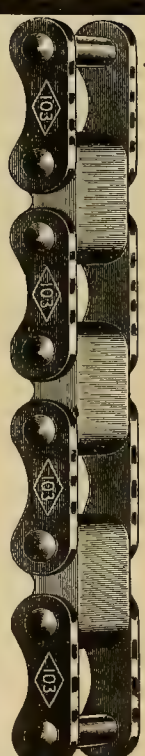
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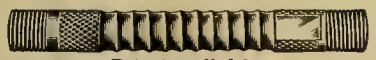
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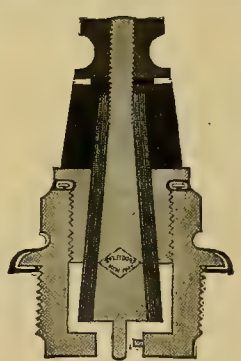
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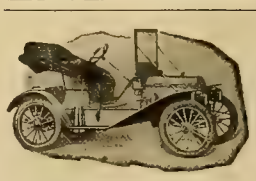
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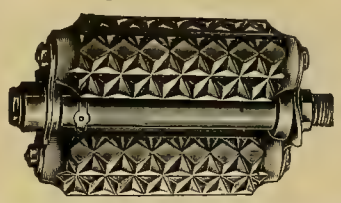
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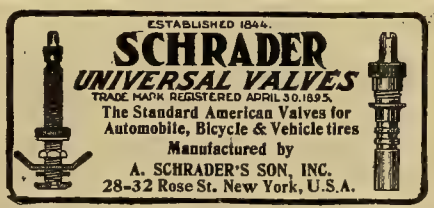
Motorcycle Chain Adjusters, Pedal Rubbers, Steel Mud Guards, Braces, Lacing, Bolts, Nuts, Washers.
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Buffalo PHILADELPHIA Washington
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UNIVERSAL VALVES
TRADE MARK REGISTERED APRIL 30.1895.
The Standard American Valves for Automobile, Bicycle & Vehicle tires
Manufactured by
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Pfanstiehl Coils
Guaranteed for Five Years
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If you own a motorcycle send in your name today and begin to save money on supplies, like thousands of others are doing. Ask for $$ saving catalog A.
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Mesinger Cavalry No. 3
Best Saddle for long distance.
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STA-RITE SPARK PLUGS have "Stayed Right the Longest" for seven years. Get a set from your dealer and have "Plug Happiness." Repaired free of charge. Price now $1.00.



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WEAR LONGEST

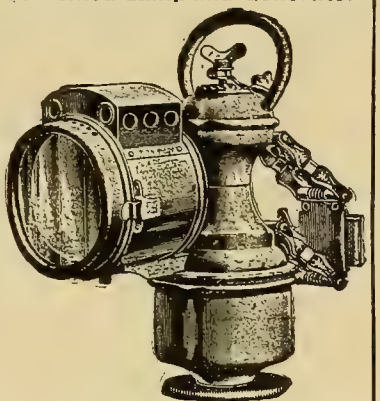
EMPIRE TIRE COMPANY, Trenton, N. J.

BRANCHES: Boston, 292 Devonshire St.; Chicago, 1305 Michigan Ave.; Detroit, 842 Woodward Ave.; Newark, 263 Halsey St.; New York, 73d St. & Broadway; New York, 148 Chambers St.; Philadelphia, 322 N. Broad St.; Indianapolis, 208 N. Delaware St.; Kansas City, Mo., 1516 Grand Ave. AGENCIES: Atlanta, Ga., Empire Tire Sales Co.; Atlantic City, N. J., Penn Auto Supply Co.; Buffalo, N. Y., Empire Sales Co.; Boise, Idaho, Randall Dodd Auto Co.; Cleveland, O., Motor Supply Agency Co.; Jacksonville, Fla., Walton Tire Co.; Los Angeles, Cal., Empire Tire & Rubber Co.; Minneapolis, Empire Tire & Rubber Co.; New Orleans, La., H. A. Testard; Norfolk, Va., Wm. H. Grover; Pittsburg, Pa., Consumers' Auto Supply Co.; Providence, R. I., Waite Auto Supply Co.; St. Louis, Mo., Gorman Bros.; Salt Lake City, Utah Motor Car Co.; San Francisco, W. H. Bogen; Savannah, Ga., Harris Tire Co.; Toledo, O., W. H. Nagel Elec. Co.; Toronto, Can., Midgley-Campbell, Ltd.

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Write today for our trade prices. Get acquainted with our line of goods. We can show you how to make more money.

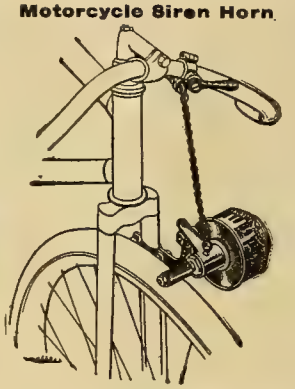
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The best combination ever devised for the motorcyclist. Lamp has powerful mirror lens which projects tremendous light. Generator is simple in construction and easy in operation. Entire outfit weighs only 15 oz. Nickel finish.

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Most powerful sounding horn designed for motorcycles. Operates by being brought into contact with front wheel. Controlled from handle bar. Supplied in nickel finish.

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The handiest pump produced for motorcycle use. Takes up little room as it fastens to frame. Furnished with frame clips. Made of celluloid. Two sizes.

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That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

Why take ordinary lamps, when you can have Solars?

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"The Instrument of Permanent Accuracy"

60 or 80 mile dials at the same price. We have added the trip odometer for 1910 without extra charge.

We can furnish special attachments for every make of Spring Fork machines.

Price, without odometer..$15.00
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These are the Days

when the man who owns a bicycle or a motorcycle fitted with

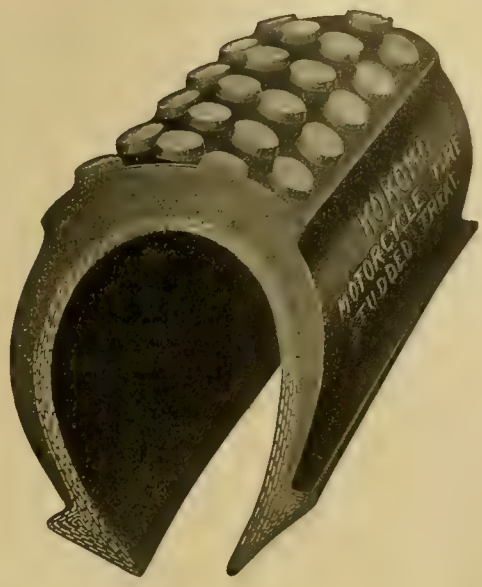
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begins to realize that no cycle in the world is superior to its tires and that no tire is quite the equal of the Kokomo.

The history of a good many years has fully established the fact.

Kokomo Rubber Co.

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Makes Night Riding Safe

Scores of accidents are due to feeble and treacherous lights. The pleasure and safety of the motorcyclist are assured when the pathway is flooded far ahead with the powerful, unflickering rays of

PREST-O-LITE Gas Tank

Steady, dependable, strong—this matchless light for motoring is worth more than all the accident insurance you can buy.

Prest-O-Lite is used almost universally by automobilists. Thousands of motorcyclists have learned its convenience and real economy. The Presto-O-Lite Motorcycle Tank is 12 inches long, 4 inches in diameter and weighs only 7 pounds.

Costs Less Than a Penny an Hour

Gives you 80 hours of perfect light (using a ⅛ ft. burner). Exchange empty tank for full one at a cost of only 60 cents. Exchange agents everywhere—5,000 of them.

The original investment is $10 for the first tank—but remember, a Prest-O-Lite Tank never becomes "second-hand." It is always in demand—always a saleable article. See your dealer today or write us.

The Prest-O-Lite Company

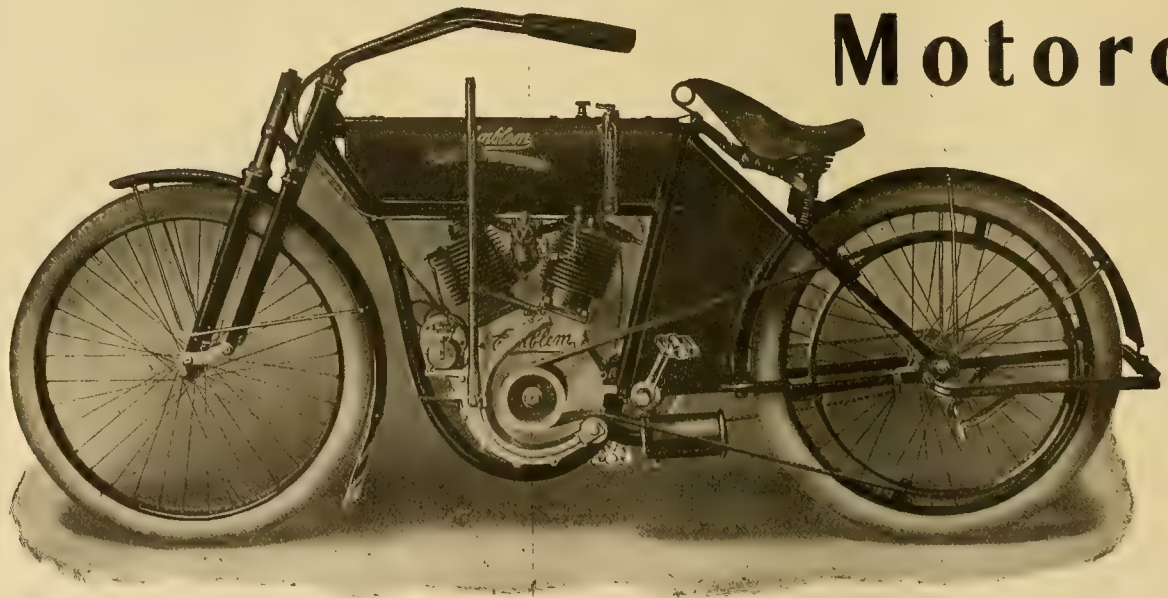
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Full length triangularly reinforced frame; ball bearing engine; large valves; interchangeable ignition system; copper tanks; horizontal saddle post—these are only some of the Emblem features.

4 and 5 h. p. Singles
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has been so frequently demonstrated that it has now become an axiom with all riders of national reputation. They won't take chances on anything else. The further fact that

all the leading motorcycle manufacturers of the country specify G & J Tires

as their standard equipment will convince you that the Indianapolis G & J Motorcycle Tire is the

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Ask ten of your motorcycling friends who use

MORGAN & WRIGHT TIRES

what they think of them. Decide whether or not you will use them this coming season by what they say.

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ARE GOOD TIRES

MORGAN & WRIGHT, Detroit

Of the Few Best Things in the World of Wheels, the BROOKS is BEST Among Saddles

Never overlook that fact—never forget that the public realize and appreciate its value—that they know that no other

Cycle or Motorcycle Saddle

can even approach a BROOKS in the matter of comfort and durability. That is why they **say BROOKS** so persistently—it is why you should do so, too, and specify this fitment on every bicycle you buy.

Sole Agents for Motorcycle Saddles and Seats

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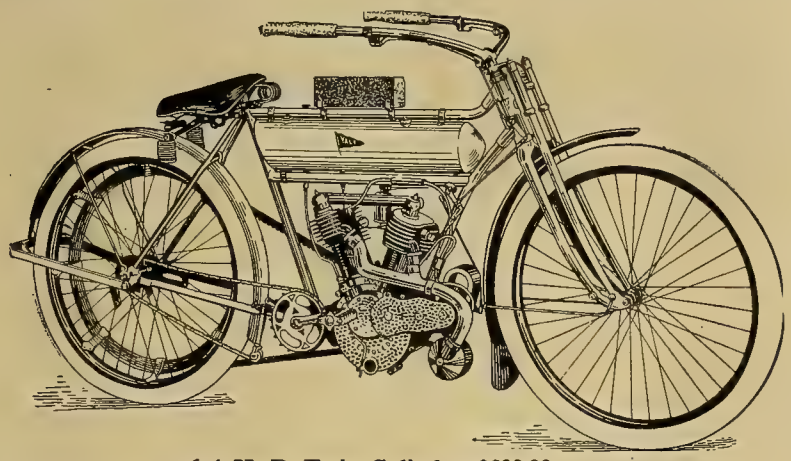
The BROOKS B19 Champion Flyer—an ideal saddle for path-work.

Cycle Saddles, apply,

J. B. BROOKS & CO., Ltd.
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1910 Yale Motorcycles

PROMPT DELIVERIES



6½ H. P. Twin Cylinder, $300.00.

Further Evidence of Yale Superiority

In the New York Motorcycle Club Double Century Run, May 1st, 135 riders started. Fifty-nine finished perfect.

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Two Yale Riders Finished Perfect

In the Pasadena-Ventura, Cal., Endurance Run, over 170 miles of the worst roads ever encountered by motorcyclists at an average speed of 25 miles per hour, there were 23 entries. Eighteen finished. Not one perfect score.

Three Were Yales

They made the HIGHEST AVERAGE of any one make of machine. The road and average speed made a perfect score impossible. This further proves YALE Efficiency and Reliability.

RIDE A YALE—THEY NEVER FAIL

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Pittsfield Motorcycle COILS

provide a sure, sharp, hot spark from even a faint primary. No motorcycle service is hard for them, or can lessen their remarkable efficiency.

Supplied with either flat or conical end. The one cylinder, four lead Pittsfield Coil sells for $8.00, and the two cylinder, five lead Pittsfield Coil sells for $9.00.

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A GRIP THAT MERITS ITS NAME

It will not slip **It will not peel**
It will not crack **It will not wear out**
It will not sweat the hands

But it will give comfort and satisfaction and will add to the appearance of any bicycle.

THE WEARWELL RUBBER GRIP

is made over a single smooth tube, covered with purest Para gum rubber—soft, elastic, resilient—entirely seamless and shaped to fit the hand. The rubber is firmly secured at both ends by broad ferrules of **German Silver.** It is carefully made and will fit the handle bars perfectly.

Packed one dozen in a handsome display box

Retail price 35 Cents per pair

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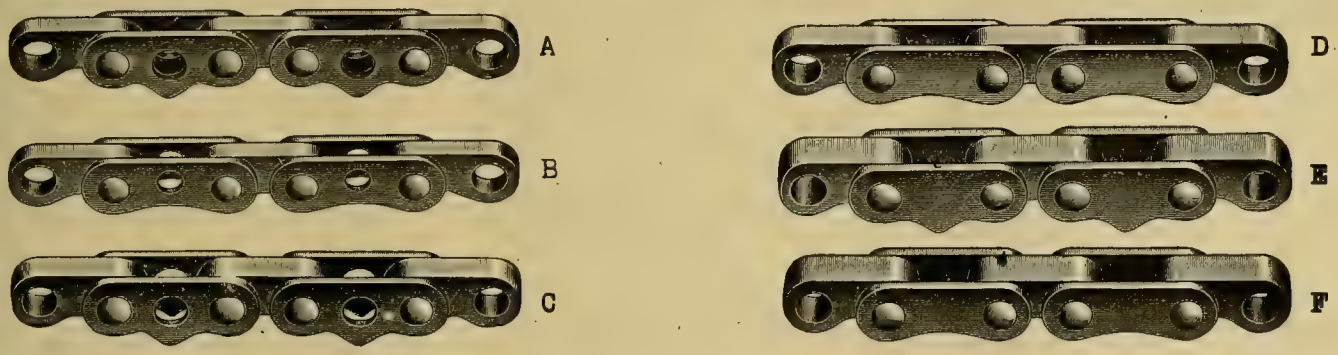
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HAVERFORD GRIP CO.

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"Whitney" Chains are made in one of the most modern of American fire-proof factories.



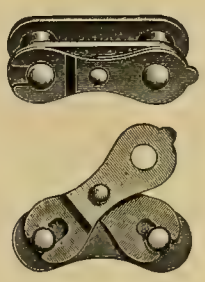
If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE

Our New Roller Chains ⅝" Pitch

For Motorcycles, Etc.



New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains



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"The name FISK on Bicycle Tires

FISK Quality

is a warranty of excellence"

THE same scrupulous care and skill bestowed upon the manufacture of FISK Bicycle Tires are devoted to supplying Sundries and Repairs of the highest grade procurable. At each of our Branches will be found a complete stock of Bicycle Tire Sundries; also a well-equipped Repair Department employing workmen who were trained at the FISK factory. If a repair is necessary, for your pleasure and convenience the repair should be as perfect as possible.



FISK NO. 66 ROAD TIRE is a high grade road tire similar in construction to the No. 66 Extra Heavy except that it is somewhat lighter weight, both in case and tube, and has the regular plain tread. This is a deservedly popular type which has been adopted as standard equipment for a number of the better grade bicycles.

Every Repair Man

should have our Repair Shop Book, giving prices and instructions in connection with our Vulcanizing Outfits and Repair Stocks.

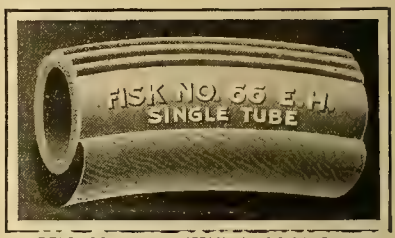
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THE FISK RUBBER COMPANY

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Branches in

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FISK NO. 66 EXTRA HEAVY EXPORT TIRE is an unusually high grade road tire, combining exceptional durability and strength with a high degree of resiliency. It is made with an extra heavy corrugated tread. There is no better tire manufactured for general road use and we recommend it wherever hard usage is to be anticipated.

You need them; we make them

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BRIDGEPORT RAT-TRAP PEDALS

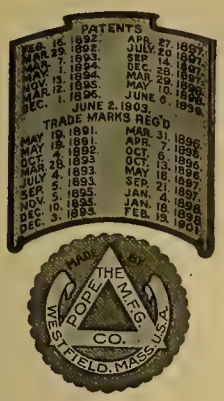
STANDARD RUBBER PEDALS

SAGER TOE CLIPS
CYCLE AND MOTORCYCLE TYPES

ALL are necessities; all are ready sellers and in continued demand. All are top-notchers. No stock is complete without them.

QUOTATIONS ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.



POPE BICYCLES

The Pope Trademark is a Seal of Quality

The makers of Pope bicycles by reason of superior mechanical skill and by consistently adhering to a standard quality year in and year out have obtained the confidence of the general purchasing public and established a reputation and demand for their product that is of great value to the dealer as well as to themselves. The Pope Trademark affixed to their goods is a seal of quality.

A trademark is the makers badge of merit and as a general proposition you don't find it on poor goods. Its absence may often be viewed with suspicion.

Given his choice, and possessing the ability, almost every manufacturer would prefer to turn out goods of a quality on which he could stake his reputation. No dealer should be willing to sell goods likely to adversely affect his reputation. His own reputation and the "good will" of his business are enhanced by his association with goods of merit.

For over thirty years Pope Bicycles have been the standard bicycles of this country. They are more widely known, more easily sold and give better satisfaction to customer and dealer than any others. It pays to sell POPE BICYCLES.

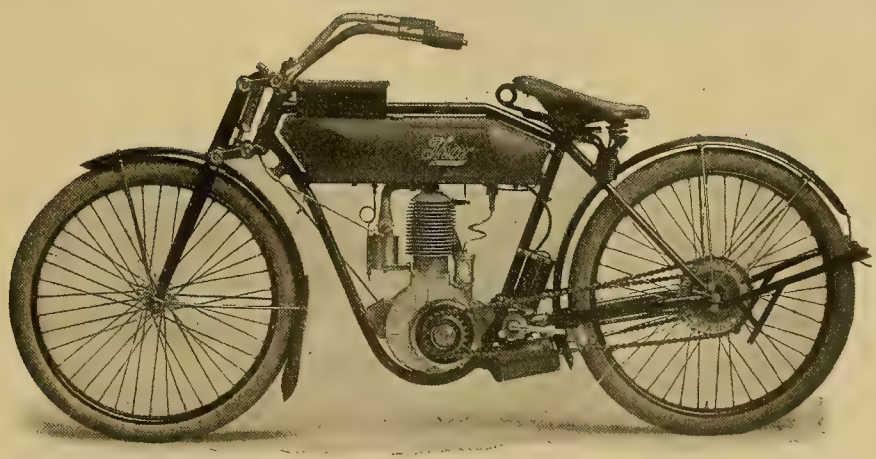
THE POPE MANUFACTURING CO., Hartford, Conn.

If you were to pay One Thousand Dollars for a motorcycle you could not get one better than the THOR IV. Every dollar that you invest in the THOR IV you get back ten fold in

QUALITY, DURABILITY, SATISFACTION

Ask the man who rides one; don't take our word for it. Thousands of riders will TELL the story of the

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Send for our Book "THE SYMBOL OF MECHANICAL PERFECTION"; it tells the entire story and gives you an insight to the entire machine — then make comparisons.

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It Makes No Difference

which of the

PERSONS SADDLES

may be selected, the purchaser has the proud satisfaction of knowing there is no saddle of any other make that compares with it.









Every Persons saddle is a quality saddle and a comfortable one. No other sort ever has borne the name.

PERSONS MANUFACTURING CO.
Worcester, Mass.

Motorcyclists, Your Attention, Please!

Some dealers, inspired by what I suppose is jealousy of my success in the motorcycle business, are circulating rumors about me, such, for instance, as one to the effect that I am mixing my own cylinder oil and selling same as Indian Oil.

One dealer not far from Wrentham, Mass., on Sunday, May 22, handed this story to one of my employees who stopped for gasolene at this dealer's place of business. My employee promptly branded the assertion as a lie. He, as he then stated, had pumped enough Indian Cylinder Oil out of the barrels into my oil tanks to know and that these barrels were marked, "Indian Cylinder Oil, Hendee Mfg. Co., Springfield, Mass."

I wish to add that I carry nothing but Indian Cylinder Oil bought by the barrel of the Hendee Mfg. Co. (several barrels used already this year) and this oil is put into the tanks at 25 cents per quart; also I repeat that all who buy goods of me get what they ask for and pay for.

INDIAN OIL

INDIAN BATTERIES

INDIAN PARTS

I carry in stock any part for any model of Indian Motorcycle.

Mail orders from riders receive prompt attention.

Any repairs on Indian Motorcycles promptly and skillfully executed. Enameling any color.

Full line of motorcycle supplies in stock.

Open evenings and Sundays. "Try me."

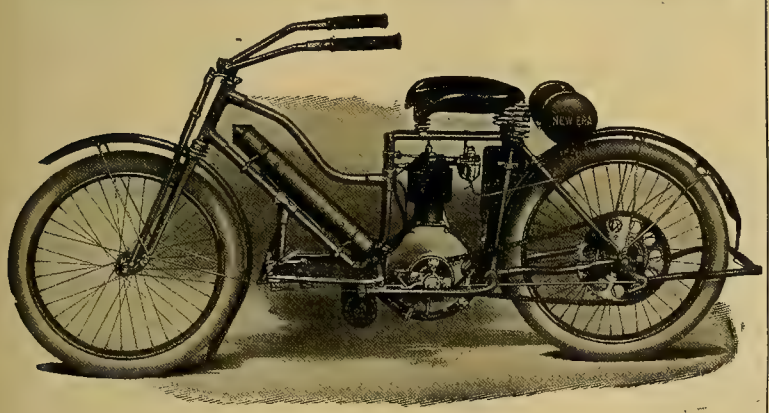
B. A. SWENSON

Blackstone corner Prairie Avenue
PROVIDENCE, R. I.

NEW ERA AUTO-CYCLE

It's the Happiest Combination of Comfort, Safety, Speed, Durability and Fuel Economy

DON'T mistake it for an ordinary motorcycle—it's extraordinary. The only two wheel automobile on the market—the only motorcycle without pedals, without the old fashioned saddle, without vibration, worked without work. WHY? HOW? Its motor—an air cooled 3½ and 5 H.P. single cylinder—is started by means of a crank, like an automobile—in a few seconds, without pedaling.



No Saddle Soreness Either

for the form seat—leather upholstered, and the position of it, between the wheels—prevents it. The foot-board helps lots. No hill too high, no street too crowded for the New Era with its two speed transmission, which makes the rider the master over every emergency. Our catalogue tells the rest. Shall we send it?

THE QUESTION REMAINS:
DO YOU WANT THE "NEW ERA" AGENCY?

Write us today.

The New Era Auto-Cycle Company

No. 2 Dale Avenue DAYTON, OHIO



You Can Repair the Goodyear Pathfinder

That's one thing that brings more bicycle tire customers to the Goodyear Pathfinder dealer.

The Pathfinder single tube tire is so constructed that lasting repairs can be made either by plugs or vulcanization.

Most bicycle tires cannot be repaired. Once they begin to wear out it's the junk pile for them. The reason the Goodyear Pathfinder can be repaired is that it is made only of new rubber as nearly pure as possible to put in a bicycle tire to vulcanize properly.

We pay four or five times for Pathfinder Rubber than we would have to pay for inferior grades. We could even get "reclaimed" rubber from old worn out tires, overshoes, etc., at 10 cents a pound.

But that wouldn't make the kind of tire you get in the Pathfinder.

The fabric in the famous Goodyear Pathfinders is a special closely woven Egyptian. A strip of this fabric one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The Pathfinder's cover is another strong feature. See how tough it is! Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

Remember, more than 600 dealers—one to a town in all parts of the country—are making money on the Goodyear Pathfinder.

It is one of the most popular tires of the Goodyear line—and that's saying a good deal.

Write us, if we are not represented in your town, and see what there is in it for you. Start a letter today!

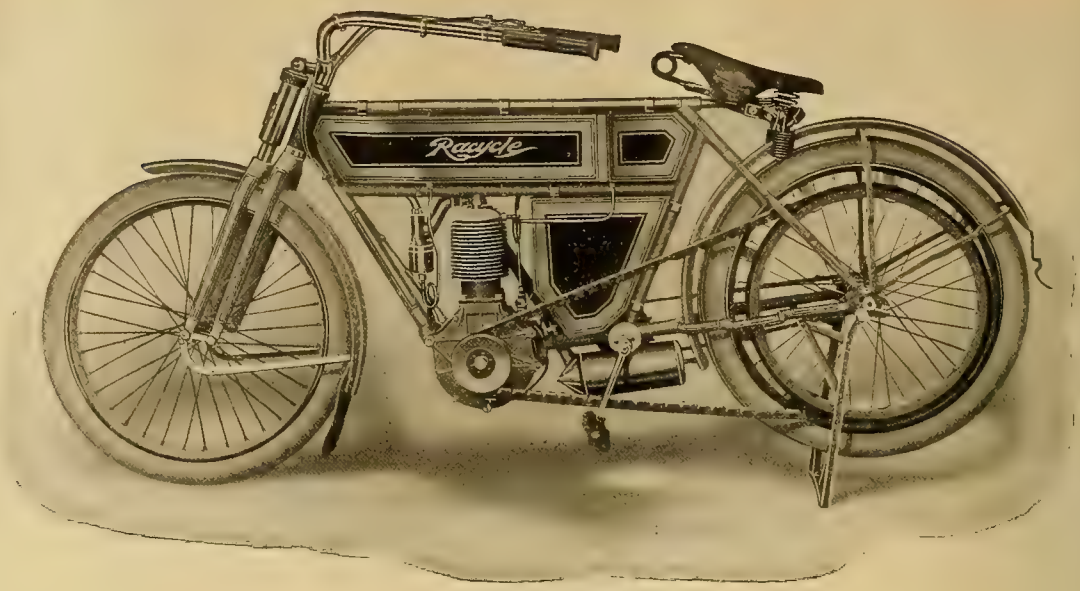
The Goodyear Tire & Rubber Company

MOAL STREET, AKRON, OHIO.

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 317 E. Fifth St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.



Four
Horse



V BELT MODEL

ARE YOU ONE OF THE LUCKY AGENTS FOR

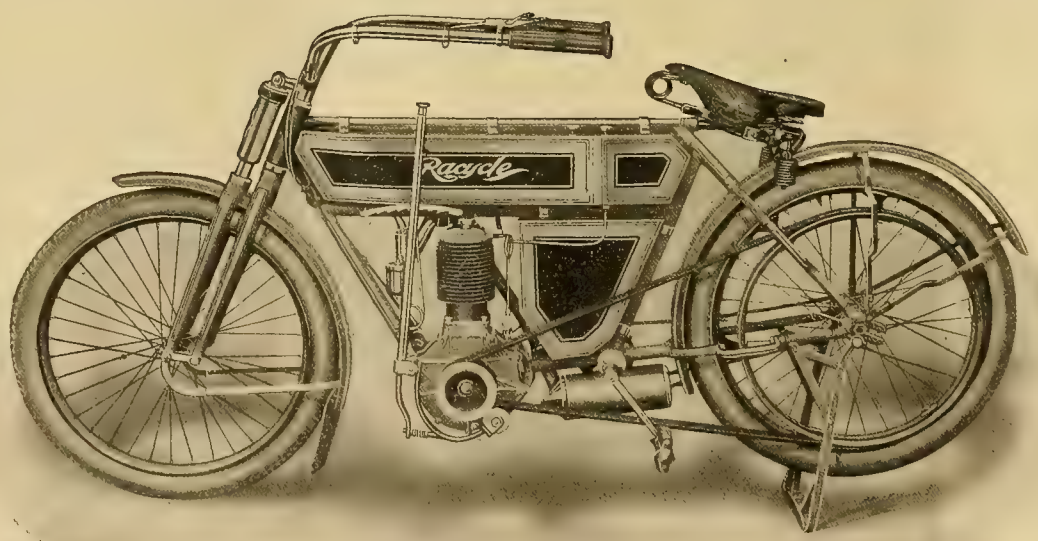
"The Motorcycle That IS a Motorcycle"

THE Racycle

"The Motorcycle That IS a Motorcycle"

If not, write to us immediately. There may be a chance for you.

THE MIAMI CYCLE & MFG. COMPANY, Middletown, Ohio



FLAT BELT MODEL

Four
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. New York, U. S. A., Saturday, May 28, 1910. No. 10

PROGRAM FOR TRADE CONVENTION

Practically all Details of Atlantic City Meeting are Completed—"Doings" Planned for the Three Days.

Practically every detail of the cycle trade's midsummer convention, to be held at Atlantic City, has been arranged. Only the acceptances of a couple of those who have been invited to deliver addresses are necessary to enable the Cycle Parts and Accessories Association's committee of arrangements to sit back and await the dates —August 3d, 4th and 5th.

The program for the three days, as finally settled, is as follows:

Wednesday, August 3rd—Reception and registration of members and guests. Bowling tournament in the evening.

Thursday, August 4th—Business meetings of Cycle Parts and Accessories Association, National Association of Bicycle Jobbers and Motorcycle Manufacturers' Association. Banquet in the evening at St. Charles Hotel.

Friday, August 5th—Joint meeting of all associations and opening of question box.

The St. Charles Hotel, in which headquarters will be established, will be the center from which all the interest will radiate. The bowling tournament and the banquet will prove the chief social features of the convention. Each branch of the trade is expected to enter a team in the bowling contest, and it is anticipated that at least six teams will be present. Last year's impromptu affair created so much interest and rivalry that, in order to stimulate these qualities on the forthcoming occasion, both individual and team prizes will be offered.

The banquet on the evening of the 4th is designed to prove a memorable affair. The spread itself will be no ordinary one and the menu will be the real souvenir. It is promised that it will be a work of art, worth preserving, and that it will be illuminated with appropriate and eye-pleasing illustrations.

The list of speakers has not been completed, but it will be a notable, if short, one. W. S. Gorton, of the Standard Welding Co., who has a happy knack for that sort of thing, will fill the role of toastmaster.

Chairman Surre, of the C. P. A. A. committee, is particularly anxious that it be known that the ocean still rolls on the beach at Atlantic City and that there will be bathing every morning.

Neverleak Makers Sue Hartford Firm.

The Buffalo Specialty Co. has brought suit in the United States Circuit Court at Hartford, Conn., against Fazioli Bros. & Fazzano of that city. The defendants are charged with selling a puncture closing compound which is claimed to infringe on the Neverleak patents. An injunction and accounting are asked for.

Burglars Again Visit Horner's Store.

On Saturday last, for the second time within a few months, the store of Jack Horner, Plainfield, N. J., was entered by burglars, who made off with two Pierce bicycles. The job bore evidence of being performed by amateur cracksmen.

Rhodes Removing to Larger Quarters.

On June 1st W. G. Rhodes, the well known Philadelphia dealer, will remove from his present address on Oxford street to 2208-10 North Broad street. The new location, a large double store, will afford more room and better facilities, generally.

Goodyear Opens a Baltimore Branch.

The Goodyear Tire & Rubber Co. has opened a branch in Baltimore, Md., at 533 North Howard street. George T. Howard is the manager.

RAILROADS MUST REDUCE RATES

Interstate Commerce Commission Orders Lower Tariff on Motorcycles—Victory for Pacific Coast Dealers.

C. C. Hopkins, E. F. Rose, G. A. Faulkner and the other Pacific Coast dealers have won their fight for a lower freight rate on motorcycles in less than carload shipments. As a result of the thirteen formal complaints which they filed with the Interstate Commerce Commission against the Boston & Albany Railroad Co. et al., involving the reasonableness of a $6 L. C. L. rate on crated motorcycles from Springfield, Mass., Hammondsport and Angola, N. Y., Reading, Pa., Geneseo, Chicago and Aurora, Ill., Milwaukee, Wis., and Minneapolis, Minn., to San Francisco and other Pacific Coast terminals, the commission has ordered the rate reduced to 1½ times first class, at the same time emphasizing a previous decision that motorcycles are analagous to bicycles. The complaints in question involved more than 550 shipments made during 1908 and 1909.

Basing their argument on a decision of the commission in the Merchants' Traffic Association vs. A., T. & S. F. R. R. Co., 13 I. C. C., Rep. 283, in which it was stated that "On the whole, we think the rate applied to shipments of motorcycles should not exceed that imposed on bicycles," the claim was made that the rate should not exceed $3.60 per 100 pounds.

Conditions have been so reversed that whereas a few years ago a greater tonnage of bicycles than motorcycles was shipped West, a statement filed by the A., T. & S. F. R. R. showed that last year the tonnage over that line of these two items was entirely reversed. At the time the shipments went forward there was no carload

rate on motorcycles, but effective Dec. 6, 1909, a rate of $4 per 100, with a minimum capacity of 15,000 pounds was put into force. On bicycles, the carload rate was and is $2.50 per 100 pounds, with a minimum of 10,000 pounds.

The rate on bicycles was $4.50 per 100 pounds on L. C. L. shipments crated and $5.60 if boxed. It was claimed by the railroad companies that these rates are the result of water competition and should not apply even to bicycles. The commission, however, takes the view that this in no way accounts for a $6 rate on motorcycles, boxed or crated. At the present time the rates on carload shipments of motorcycles, boxed or crated, is 40 cents per 100 pounds more than the less than carload rate applying to boxed bicycles, and the commission holds that there is no transportation reason for maintaining a less than carload rate on motorcycles in excess of that on bicycles; the reason for fixing the $3.60 rate on bicycles does not appear.

The evidence shows that the volume of traffic in motorcycles has increased rapidly and equals, if it does not exceed, the tonnage in bicycles. It is not thought by the commission that it was necessary to determine that there should be an unvarying relation between the rates on motorcycles and bicycles were they packed and shipped in the same manner.

However, considering all the facts in the case, the conclusion is that a rate in excess of 1½ times first class on motorcycles, less than carload, boxed or crated, from and to the points involved, is unreasonable, and an order has been issued to the defendants to the effect that on and after July 15th, 1910, and for a period of not less than two years thereafter they shall cease from charging the present rates and shall apply for the transportation of motorcycles in less than carload quantities, boxed or crated, rates not to exceed those charged on articles taking 1½ times first class rates, under Western classification, which rates the commission finds to be reasonable. These rates may become effective after 3 days' notice to the public and to the Interstate Commerce Commission.

British Cycle Exports Increasing.

The exportation of cycles and parts continues to be an increasing business for Great Britain, the exports for April, 1910, showing shipments of $301,505 in cycles and $678,620 in parts, or a total of $980,125 for the month, as against $685,745 in the previous April, when the cycles came to $226,295 and the parts to $459,450. The imports for the month remained small in comparison, being $1,875 in cycles and $96,810 in parts, or a total of $98,685, as against $90,695 in the same month of 1909, when the imports of bicycles was $2,265 and of parts $88,430. The imports, in their net result, are reduced by the re-exports, which were $6,900 for the month and $7,605 in the preceding April.

MAGIC POWDER INFLATES TIRES

Designed to Supplant the Pump—Chemical Principle on Which it Works—A German Invention.

Of all the geniuses who concentrate their energies upon the invention of things to do away with the use of other things, perhaps none have been more active than those who have turned their attention upon the pneumatic tire. Perhaps the most illustrious of these should be the man who has recently invented a sort of "magic powder" which can be sifted into the tube and which, in process of time, is intended to give off a gas by which the tire is inflated. This very modern substitute for a foot pump, of course, can be carried about in the pocket in the form of small paper packages or capsules, to be employed as needed. The only trouble is that the system does not work very well, because the gas generated happens to be hydrogen, which, as is well known to other experimenters, possesses the property of slipping through the pores of a tire much as an agile Jersey mosquito unostentatiously glides through the interstices of a screen door.

Nevertheless, the proposed system, which is the invention of a German scientist whose name is as impossible of pronunciation as his scheme is unlikely of general adoption, is not without merit. It depends upon the action of water upon aluminum. Although it generally is supposed that the effect of water upon aluminum is nil, chemists explain that when perfectly pure and free from oxides the featherweight metal possesses such a remarkable affinity for oxygen that it will abstract it from the water, the reaction liberating the hydrogen which is the other principal constituent of water.

On this principle the tire inflating compound has been developed. Fine aluminum shavings, mixed with a small amount of bichloride of mercury, may be sifted into the tire and a small amount of water added. The immediate generation of hydrogen then would suffice to inflate the tire to a pressure depending upon the amount of the inflating compound present. Just how the oxidized aluminum afterward would be removed from the tire, however, or how the cyclist would be guarded against accidental poisoning from the deadly mercurial salt, the inventor has not taken pains to explain.

Dealers in Sunday Closing Movement.

After several ineffectual efforts in the past to institute a Sunday afternoon closing movement among the motorcycle dealers of New York City, the F. B. Widmayer Co., 2312 Broadway, again has taken up the matter, and this time is meeting with support, a majority of the prominent dealers having agreed to close their establishments on Sunday afternoons. The object of the movement is to enable the dealers to attend the Sunday afternoon racemeets which it is planned to hold at the old Guttenberg (N. J.) race track. To further exploit the meets it is intended to display in the windows of the dealers who are parties to the agreement large show cards calling attention to the Sunday meets, as the reason for the afternoon closing and also as a possible means of influencing riders to attend the meets.

Bicycle Dealers Open New Stores.

Morton Hansen has opened a bicycle store in Aurora, Ill. It is located at West Walnut and First streets.

N. Abar & Co. is the style of a new firm which has opened a bicycle store in Winchendon, Mass. They will both sell and repair bicycles.

Devoted exclusively to the repair of bicycle and automobile tires, a shop has been opened at 221 West Seventh street, Wilmington, Del. H. P. Goslin is in charge of it.

The R-S Motor Co., Denver, Col., has been incorporated under the laws of that state with $25,000 capital. The corporators are John B., Elizabeth N. and Walter B. Glasser.

T. E. Johnston, formerly of Dayton, has opened the first exclusively sporting goods store in Lima, Ohio. It is located at 129 West Market street. Bicycles are included in the stock.

W. E. Luettgens, a veteran cyclist, and Edwin P. Brown have formed a partnership and will open a store in the Farr block in Manchester, Conn. They will handle bicycles, automobile supplies and sporting goods.

New Departure Installs Big Gas Engine.

The New Departure Mfg. Company, of Bristol, Conn., manufacturers of New Departure coaster brakes and bells, are installing a twin tandem Snow gas engine of 500 h. p., thereby increasing their power plant to five engines of this type. The new engines will furnish power for three new buildings now in the course of erection. The company is among the busiest and most prosperous in New England, has been working day and night shifts in several departments for some time past and overtime in other departments.

German Export Trade Still Growing.

Germany is maintaining the marvelous stride that it has set for itself in the matter of cycle exports, and for the two months ending with February, 1910, shipped to foreign markets a total of bicycles and parts amounting to $2,912,750, as against $2,487,750 for the corresponding months in the previous year. The parts shipments, as usual, formed the main bulk and value of the exports.

GETTING RID OF THE GLOBULES

One Result of Carburetter Imperfections—Good Effect of Splitting up the Gasolene.

One of the mysteries of gas engine performance is how live and explosive gas can be carried through the cylinder and out through the exhaust pipe, afterward lodging in the muffler in combustible form. Yet the by no means rare muffler explosion proves conclusively that sometimes the gas does go the heated route without so much as being scorched. More than this, and still more wonderful, it has been proved by varied and intricate tests that often when the engine is running in an apparently satisfactory manner an appreciable portion of the gas passes out of the exhaust in an unconsumed state. That such may be the case, even with a carburetter which is thought to be fully up to the mark of standard performance, reveals the existence of a flaw in carburetter construction and opens up an instructive line for investigation.

Careful consideration of the phenomenon of unburnt gas in the exhaust has led to a number of valuable conclusions, none of them, perhaps, more enlightening or more mystifying at the outset than the "globular" theory. This is a very modern and recent brand of theory which has come to be recognized only within a relatively short time. Its treatment promises immense improvements in carburation, while incidentally it reveals hitherto unsuspected shortcomings in the standard form of fuel vaporizing and mixing devices.

To understand what is meant by the globular theory it is necessary to possess a fair understanding of the intended action of the ordinary carburetter. Theoretically, the object of such a device is to vaporize the gasolene and to mix it uniformly with pure air in stated proportions. The expected differences between theory and practice, however, in this case are responsible for an unusual discrepancy; and the globular theory has been constructed to account for the difference.

Briefly, the action of the ordinary jet is imperfect; taken in connection with sundry other imperfections in the ordinary carburetter, it results in the delivery to the engine of a body of gas of fairly uniform quality under the varying conditions of service, but which also carries in greater or less amount certain very minute particles of liquid gasolene. These little drops, known as globules, cause the mixture to be enriched in spots, so that its rate of burning is uneven and the general tendency is to cause slower combustion than would result were the mixture perfectly uniform. In some cases, even, the globules are so large and so thoroughly isolated from the oxygen of the air—which is essential to combustion—that they are not consumed at all and so pass through to the exhaust in the form of a rich and characteristically odorous gas, result in muffler explosions, or even pass out of the tail pipe in the form of a fine spray of unchanged fuel.

That the fuel actually may remain in an unburnt or only partially consumed state has been proved in a number of different ways. While the actual existence of the globules, as such, is somewhat difficult to prove, there is no reason to doubt its correctness; the behavior of the gas in every respect corresponds to what it would be were the globules present in the way they are held to be in theory, while no other explanation has been advanced which will account for every circumstance observed in as satisfactory a manner as the globular theory.

Considering, first of all, the unquestionable fact that not infrequently certain portions of the fuel do arrive at the motor in liquid form and pass through it in that state, the presence of small drops of some liquid, unmistakably gasolene, on a sheet of white paper held near the muffler outlet is fairly convincing evidence, which is obtainable readily enough under certain conditions, especially when the engine is being run with a very rich mixture. Another simple demonstration is afforded by the sense of smell, which not infrequently affords ample proof that not all of the gasolene is being burned within the cylinder but that appreciable quantities of it escape combustion altogether. This naturally means a dead loss of gasolene.

Scientists, with unfailing exactitude, have arrived at the same conclusion by other and more roundabout means. By subjecting the exhaust to a chemical analysis, it has been found more than once that pure gasolene remained after the usual products of combustion had been accounted for. More remarkable still, it has been found possible for the gasolene to be present even where an excess of air was present, thus proving conclusively that the mixture was imperfectly assimilated before being put to the test of combustion. So much for the exhaust side of the engine.

STORES OF WHICH THEIR OWNERS ARE PROUD

(XIV) KNOXVILLE BICYCLE CO., KNOXVILLE, TENN.





Taking the carburetter as the probable cause of such a difficulty as the presence of unburned gasolene in the exhaust would seem to indicate, the investigators attacked the problem from a different point of view. "If free gasolene exists in the exhaust, then it also must exist in the mixture as it is fed to the cylinder," they reasoned. The next step proved that conclusion and located the difficulty absolutely, incidentally warranting fully the establishment of the globular theory.

By fitting little lights of glass into the intake pipe of a large multi-cylinder engine, opportunity for observing the behavior of the mixture very closely was afforded. The result of this experiment was convincing and conclusive. Under certain conditions a fine mist gathered on the glass, much as a window pane is coated with mist on a damp day. Under some circumstances, the accumulation of moisture was so great as to cause drops to gather and trickle down the sides of the glass. That these drops were composed of pure gasolene and not, as might be suspected, of water condensed from the atmosphere, was not difficult to prove. The result marked the permanent establishment of the globular theory.

The theory itself depends for its existence upon the similarity which lies between the action of the regular carburetter jet as commonly employed, and the ordinary hose nozzle, such as the solemn suburbanite is wont to ply on Saturday afternoons and Sundays. The object of the hose nozzle is to distribute a given amount of water over the greatest possible area. Sometimes it is constructed with the idea of projecting the stream to a considerable distance; at others, to spread it as much as possible. In either case, its effect is to divide the flow of water into an immense number of very fine particles or drops. In carburetter construction, much the same idea is followed, and in the various sorts of jets employed may be found close parallels to nearly every known form of hose nozzle or lawn sprinkler.

Obviously, then, what the ordinary carburetter jet does is to split up the flow of gasolene into a great number of tiny particles or globules. That is not precisely what is desired, however. Essentially, in order to vaporize the fuel, it is necessary to permit it to absorb heat; for it is the absorption of heat by a liquid which causes its vapor to be given off. Of the several ways in which this can be accomplished, the most familiar and natural one is that of spraying the fuel and causing it to come into contact with a body of air of slightly higher temperature than that of the fuel. In spraying the fuel, the greatest possible amount of its surface is exposed to the air, and as the spray becomes finer and finer, the total amount of surface in contact with the air increases, because the number of globules is increased.

The great difficulty is that with many forms of carburetter the globules are not uniform in size, or else they are unevenly distributed throughout the body of air which surrounds the jet, the result being that while some of them are completely vaporized, others are not. The consequence is that they pass on to the cylinder in unchanged condition, gradually being vaporized as the surrounding temperature rises, but being prevented from burning because they form little "clouds" of pure vapor in the clear sky of the mixture of vapor and air, to employ an elaborate figure of speech.

The technical way of expressing the difficulty is to say that the gas is "lumpy," which means that it is richer in some spots than it is in others. In many cases, some of the rich spots have, at their very centers, little globules of pure, liquid gasolene. Surrounding each globule is a layer of pure gasolene vapor, and surrounding this a layer of vapor which is more or less thoroughly mixed with the main body of air to form the true mixture, which alone is combustible.

The undesirability of this sort of a mixture is perfectly evident when the action of the engine itself is contemplated for a moment. To a great extent, the efficiency of the gas—which is to say, its success—depends upon rapid and uniform combustion. Theoretically and practically, the explosion, as it ordinarily is termed, may be considered as being an instantaneous union of the oxygen of the air with hydrocarbon constituents of the gas. But in reality an appreciable length of time is required for the mixture to become inflamed. The rate of combustion after the first spark depends upon the quality and uniformity of the mixture and upon the compression.

Thus it is plain to see that to vary the uniformity of the mixture, to permit it to remain in a lumpy condition instead of being perfectly uniform, must have the effect of retarding combustion. The effect of this delay is to make the maximum pressure occur at a later point in the stroke than it should, cutting down the mean effective pressure of the stroke, and so reducing the power of the engine.

In other words, permitting the gas to be fired when it is improperly vaporized or improperly mingled with the air, in the long run, amounts to the same thing as opening the bleeding plug in the bottom of the float chamber once in a while and letting a little gasolene run away. Also it has the effect of rendering the engine more sluggish in action and less powerful than it otherwise would be.

Various modifications in carburetter construction have been introduced with the direct object of getting rid of the globules. In general it may be said that any device which tends either to increase the atomizing effect of the jet, to increase the temperature of the mixture or to encourage the intermingling of the air with the vapor and finely divided particles of fuel, tends to promote the successful production of the mixture. Because different designers entertain varying opinions as to the proper method of attacking the problem, it follows that there is endless variety in the carburetter forms which are in use and which constantly are being proposed for application to engines of one type or another.

Considerable prominence in the automobile field already has been attained by one class of device, one of the best known examples of which is known as the "Homo," which represents a direct attack on the offensive globule and which has proved successful in suppressing it, as the livelier running and increased power of the engines to which it has been applied, as well as the reduced fuel consumption, attests. In principle, the type of device in question is nothing more nor less than a mixer. Mechanically, it consists of a small fan mounted on ball bearings and working in connection with one or more gauze screens. It is adapted to be inserted in the intake pipe to the engine just above the mixing chamber of the carburetter.

When the engine is running, the influx of gas through the intake pipe, in response to the suction of the engine, causes the fan to spin very rapidly. In its motion the fan also causes the gauze screens, which are attached to it, to revolve at a rapid rate, thus agitating the mixture violently. As the gas is forced to pass through the screen, the latter has the effect of mixing it very thoroughly, as well as agitating it. As the metal of the fan and screen is a good conductor of heat, moreover, it tends to equalize the temperature of the gas at all points in the intake pipe and so promotes uniformity in the gas. The direct purpose of of device, of course, is that of breaking up the globules; the general effect is to make the engine more "lively," by reason of more rapid combustion which a perfectly uniform mixture ensures, and also to economize fuel, and the results obtained in some instances have been little short of wonderful.

One Way to Keep Mudguards Secure.

Although lock washers usually are fitted to them to preclude their coming loose, the screws which hold the front mudguard to the fork crown sometimes drop out and let down the guard on the tire unexpectedly. This irregularity has caused not a few spills and, aside from the element of personal danger, is liable to ruin a casing or buckle a wheel. The probability of such an occurrence in large measure can be obviated by dipping the screws in shellac and letting them set after screwing them home, the shellac becoming hard, like cement, and uniting the threads so firmly that there is small danger of their separating of their own accord. When it is desired to remove the screws, if they resist the first efforts with a screwdriver they can be unset by tapping on the heads sharply with a hammer.

SPEEDOMETER ACTION STUDIED

Two Ways of Measuring Miles per Hour—Tests Disclose that Temperature May Affect the Result.

It may be easy to see how cyclometer and speedometer indications may be affected if different sized tires are used on different occasions, or if due care is not exercised in keeping the tires inflated to the proper degree at all times. But it is not so easy to see how the mere fact of a change in the temperature of the air may influence the readings of such instruments. Nevertheless, it has been found, as a result of experiments recently conducted at the laboratory of Columbia University, that difference in temperature does have a certain effect on speedometers, though not on their odometer attachments, nor on cyclometers of the old and familiar pattern Though the errors caused in this way are not sufficiently large to make important differences between the apparent and actual speeds of motorcycles, they constitute a neat little problem in the sciences and prove interesting as showing what complex factors surround the workings of apparently simple mechanical contrivances.

The causes which occasion errors in speedometer readings when different sized tires are used and those which result from variations in the temperature of the atmosphere should not be confused. Differences in tire sizes merely result in altering the circumference, or total distance around the tread of the tire. As is understood pretty generally, the speedometer does not actually measure the time taken to cover a given distance and then compute the rate of speed in miles per hour. What it does is to record the number of revolutions per minute of the wheel. Of course, the index on the dial is graduated in miles per hour, but this is because a direct relation exists between the number of revolutions made by the wheel in a given time and the distance covered by the motorcycle.

In other words, if it were five and a quarter feet around the outside of the tire tread, and the wheel made 1,000 revolutions in three minutes, it must be evident that the machine would have covered 1,000 times 5.25 feet, or 5,250 feet, which is pretty close to a mile. Then it would be safe to say that the machine had been going at the rate of one mile in three minutes, or 20 miles an hour, or thereabouts.

So, varying the diameter and, incidentally, the circumference of the tire has the effect of altering the actual distance traveled in a given number of revolutions. In the case of any instrument which indicates either speed or distance traveled on the basis of wheel revolutions, altering the effective diameter of the wheel thus has the effect of "throwing out" the indication.

As far as temperature effects are concerned, entirely different considerations have to be taken into account. Two broad types of speedometer instrument are in use at the present time, and only two as applied to motorcycle use. One type is based on the principle of centrifugal force, and the other on the attraction of a magnet for a metal disc, corresponding very closely to the "keeper" of a horseshoe magnet.

In the centrifugal type the rotation of a pair of weights, which are affixed to arms pivoted to the shaft in a scissor-like manner, causes them to fly outward from the shaft. This slight movement is communicated through the non-rotating part of the mechanism to the indicating hand on the dial of the instrument.

In the magnetic type, on the other hand, the only revolving part is a small magnet, the poles of which lie close to a metallic disc so mounted as to be capable of partial rotation though restrained from moving by a hair spring. Directly connected with the disc is the indicating needle. As the magnet revolves its motion causes very minute electric currents to be induced within the metal of the disc; the effect of these currents is to react upon the field of the magnet, causing the disc to be rotated through a small angle. As the movement of the disc, and so of the indicating needle, is proportional to the strength of the induced electric currents, and as the inductive effect is proportional to the rate of revolution of the magnet, it follows that the displacement of the needle always will be proportional to the speed of the driving shaft.

In neither of these types is there any apparent loophole for inaccuracies to creep in, save at the wheel, where the possible variations in tire size always render the speed and distance indications liable to errors of perhaps 2 or 3 per cent. The experiments already mentioned, however, have shown that while there is no apparent chance for errors to arise, certain discrepancies may be introduced when considerable variations in temperature occur.

In the centrifugal type of instrument, insofar as tests thus far carried out would seem to show, the temperature variations are so small as to be altogether negligible. At speeds up to 30 miles an hour, the maximum errors arising from the expansion or shrinkage of the parts and variations in the elasticity of the springs cannot cause differences in the readings of more than a mile or so an hour. Even for the extreme conditions of the laboratory test, a difference in the readings of only about two miles an hour was shown at an actual speed corresponding to 60 miles an hour and with a difference in temperature amounting to over 120 degrees Fahrenheit.

The magnetic instruments, however, proved subject to greater errors, according to the results obtained by the college experimenters. As the electrical resistance of the metallic disc, the movement of which actuates the indicating needle, is affected by changes in temperature, it is explained that high and low atmospheric temperatures cause variations in the readings obtained for the same rate of travel. While greater than in the case of the centrifugal instruments, however, it would seem that these variations are not sufficiently great to upset the accuracy of the magnetic instruments for all practical purposes.

It was shown that at speeds of 30 miles an hour the maximum errors introduced might cause discrepancies in the readings amounting to as much as five miles an hour. That is to say, when the machine actually is travelling at the rate of 30 miles an hour, if it happens to be a very cold day in winter the speedometer may show a reading of 32½ miles an hour, while if it happens to be a very hot day in summer the reading may be only 27½ miles an hour. At higher and lower speeds the readings are proportionately affected by differences in temperature.

The manner in which these conclusions were reached also is interesting. For the purposes of the experiment three speedometers were chosen, two of the magnetic and one of the centrifugal type. They were mounted on a wooden base and inclosed within a tin box provided with a glass top, through which the indications could be read. A tube was fitted in the bottom of the box through which the flexible driving shafts of the speedometers were carried to the actuating mechanism. The box was set inside a large tank in which a freezing mixture of ice and salt was placed to obtain the low temperatures, and which could be filled with water and heated by means of a gas stove, to obtain the high temperatures. By means of thermometers placed within the speedometer box with their bulbs against the outside of the instrument cases, their exact temperatures could be observed at any time.

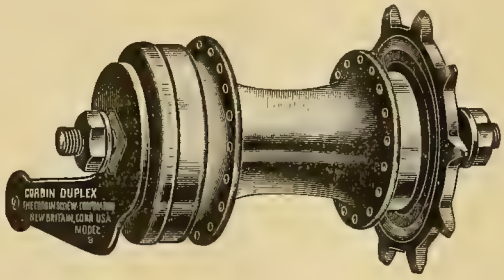
The speedometers were driven by an electric motor, the speed of which could be varied, and the actual speeds obtained at the shaft were determined by timing a revolution counter on the end of the motor shaft and calculating the speed the instruments ought to show. The observations were obtained by taking the temperature, the speedometer readings and the revolution counter indications, the driving speed being varied for each temperature adjustment.

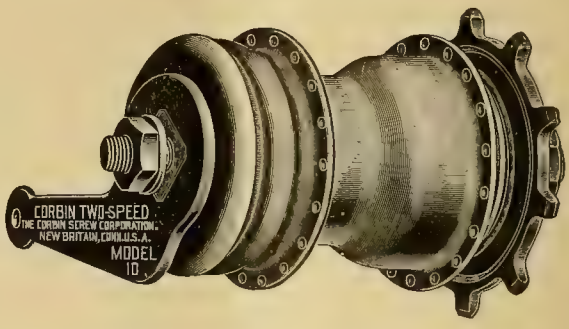
In this way it was found that the centrifugal instrument was affected to the amount of 28-1000 of 1 per cent. for every degree of difference in temperature, the errors tending to make the instrument indicate higher than the actual speed. The magnetic instruments were affected to the extent of 27-100 of 1 per cent. per degree difference in temperature in one instance, and 22-100 of 1 per cent. in the other. With the magnetic instruments the tendency was found to be to read too high at low temperatures and too low at high ones.

Corbin Brakes for Everybody

They afford the bicyclist the choice of

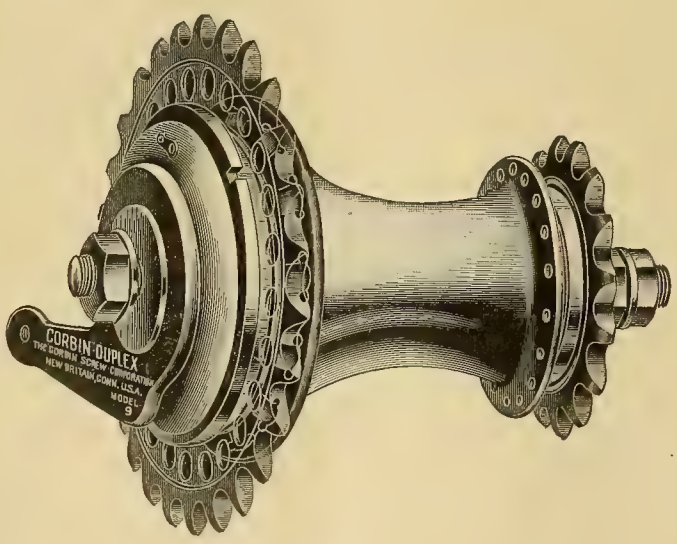
Single Speed or **Two-Speed**

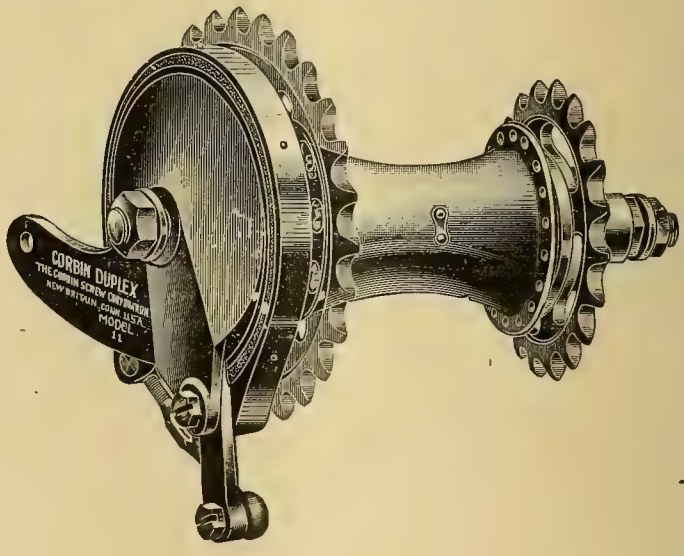




They afford the motorcyclist the choice of

Internal Expanding or **Back-Pedaling Band**





The dealer who pushes the sale of Corbins therefore has so many strings to his bow that he can interest all manner of purchasers. His opportunity for sales is doubled.

CORBIN SCREW CORPORATION, New Britain, Conn.

Licensed Coaster Brake Manufacturers.

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NEW YORK, MAY 28, 1910.

". . . I like the Bicycling World very much and do not wish to miss a number." —J. L. Clemons, Salt Lake City, Utah.

The Effects of Official Blindness.

Perhaps there never was a better illustration of the effects of bad precedent and of official blindness to rules than that which has given rise to a small situation in the National Cycling Association.

Although its rules specifically and very properly prohibit a referee from meting out suspension to offending riders, for years referees have, with official cognizance, done that very thing. The rule may as well not have been on the books, for all the observance it received. This lack of observance now returns to discomfit probably the best referee the N. C. A. has had in years.

Backed by official, if not sufficient, authority and fortified by abundant precedent, this referee on Sunday last suspended for 30 days two flagrant offenders against the rules of fair sport. His action was applauded by press and public alike. But the offenders had friends at court, and their influence and self-interest when brought to bear on the N. C. A. resulted in the raising of the suspension and in the imposition of fines of $50 instead.

The offenders therefore are free to repeat their foul tactics to-morrow if they so desire. Although the N. C. A. officials describe their action in substituting fines for suspension as in the nature of "sustaining the referee," the referee is too intelligent to be caught by such chaff, and feels his position and chagrin so keenly that he may be lost to the sport.

This is no defense of his action in imposing a term of suspension. In the face of the rules he had absolutely no right to do so. But he had done so before and other referees had done the same thing so often that the rule had lost its force and meaning, and now he finds himself in a position in which the finger of derision can be pointed at him.

The practice of enforcing rules only occasionally and of overriding or "forgetting" them and seeking refuge in precedent or technicalities is one of the greatest evils of sports-government and is the one against which the Bicycling World so constantly has inveighed. Rules are made to be enforced, and when they are not enforced, without fear or favor and all the time, no man is or can be assured of a square deal and no organization can attain the strength and respect it ought to possess. "Expediency" has no place in the rule book. The sins of omission and commission committed in its name are many and varied and are at the root of most of the troubles which arise. If a rule is good for one man it is good for all men, and it is our experience no offender protests long or loudly when he finds that all offenders are treated alike.

Keeping the Calendar Unchanged.

It seemed scarcely possible that the president of the Federation of American Motorcyclists or anyone else whose brain is not carried at a peculiar slant, would uphold a puerile contention that when a rule or law specifies "a day" it means either more or less than a period of 24 hours. If common understanding was not sufficient, reference to any standard dictionary would serve to settle any question which might arise. Most of such volumes clearly state, possibly for the benefit of those afflicted with mental slants, that a "civil day" is "the day beginning and ending at midnight"—the period of one revolution of the earth on its axis, or 24 hours.

The intent of the F. A. M. rule fixing a charge of $2 for sanctions for "each day" a contest or meet might occupy was plain to all who wished to see, and until an individual who has a fondness for dollar signs came into power and decided that money-making was one of the functions of the F. A. M. competition committee, or its chairman, no one dreamed of attempting to make a day appear what it is not and never can be or of practicing petty extortion on the organization's supporters in the effort to swell any coffer.

In overruling the chairman who continued this unwarranted practice, the president of the F. A. M. may have been diplomatically polite in finding "some merit" in it; as, whichever of the two "explanations" of it were presented to him, it is difficult to find a shred of merit in either. If a day means a civil or calendar day, it means the 24 hours from midnight to midnight, and a racemeet or contest that is sanctioned means all or any part of it that may be run during that period. To hold that a road contest, for instance, which extends from forenoon to afternoon occupies two days, or that one which continues an hour, or two, or three, after sunset falls within another day—this sort of thing is calculated to bring any organization into ridicule, if not into disrepute. Logically carried out, it would mean that a sanction which covers 14 or 15 hours of daylight in June would cover a period of but 9 or 10 hours in November; and, as they generally are understood, sanctions apply to events and not merely to hours of daylight.

It is well that the matter was brought to an issue. The money illegally extorted from clubs and other promoters now should be returned to them and the disagreeable chapter in F. A. M. history be closed and forgotten as quickly as possible. The sport can be best served and popularized by making the burden of contest-promotion as inexpensive as possible, particularly those events in which gate receipts are not a factor. The F. A. M. is not "in it for the money there is in it" and should not be placed in that light.

"Enclosed find my renewal for your most valuable journal. The Spring Number of the Bicycling World was a stunner. I congratulate you on your progressiveness and determination in the interest of cycle and motorcycle advancement, and especially for your exposures of 'suckers' and 'skins.' Show them up and protect us dealers who are trying to do a square business."—L .H. Quay, Germantown, Philadelphia, Pa.

COMING EVENTS

May 28-29-30, Columbus, Ohio—Ohio Motorcycle Club's endurance run to Indianapolis and Toledo; open.

May 29-30, Colorado Springs, Col.—390-miles endurance run to Cheyenne, Wyo.; open.

May 30, Portland, Ore.—Portland Motorcycle Club's racemeet; open.

May 29, Jersey City, N. J.—Columbia Road Club's 50 miles pleasure trip and racemeet at Plainfield, N. J.; open.

May 29, Valley Stream, N. Y.—Superior Wheelmen's 25 miles handicap road race; open.

May 29-30, Newark, N. J.—New Jersey Motorcycle Club's 350 miles endurance run to Easton, Pa., and return; open.

May 29-30, Chicago, Ill.—North Shore Motorcycling Club's racemeet at Hawthorne mile track; open.

May 30, Revere Beach, Mass.—Racemeet at saucer track; open.

May 30, Salt Lake City, Utah—Opening Salt Palace saucer for season.

May 30, Erie Pa.—Erie Motorcycle Association's racemeet at Reed track; open.

May 30, Buffalo, N. Y.—Buffalo Motorcycle Club's racemeet at Fort Erie track; open.

May 30, New Haven, Conn.—Opening of the 8-lap bicycle track; professional and amateur events.

May 30, Grand Rapids, Mich.—Western Michigan Cycle Club's racemeet at Comstock Park; open.

May 30, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's racemeet at driving park track; open.

May 30, Bridgeport, Conn.—Bridgeport Automobile Club's hillclimb at Snake Hill; motorcycle events open.

May 30, Providence, R. I.—Opening of the Melrose Park 8-lap bicycle track; professional and amateur events.

May 30, Plainfield, N. J.—Plainfield Bicycle Club's 25 miles handicap road race, one mile open, and two miles road race for boys.

June 4, Hartford, Conn.—Eastern District, Federation of American Motorcyclists' summer meeting, at 8 p. m.

June 5, Palisade Park, N. J.—Manhattan Racing Association's racemeet at Guttenberg mile dirt track; open.

June 5, New York City.—Concourse Motorcycle Club's third annual spring run to Savin Rock, Conn., and return; open.

June 5. New York City—Eastern Division, Century Road Club Association's 12th annual spring century run; open.

June 7, New Haven, Conn.—Yale Automobile Club's hillclimb at Shingle hill; motorcycle events open.

June 12, Long Island City, N. Y.—Long Island Motorcycle Club's 150 miles spring run to Patchogue and return; open.

June 12, New York City.—Iver Johnson Wheelmen's first annual century run on Long Island; open.

June 18, Plainfield, N. J.—Motorcycle racemeet at Plainfield Driving Club's half mile track; open.

June 19, Valley Stream, N. Y.—Century Road Club of America, New York State Division's 50 miles handicap road race; open.

July 4, La Salle, Ill.—Illinois Valley Motorcycle Club's racemeet at Driving Park track; open.

July 23-August 1, New York City—Century Road Club of America's first annual voyage and tour of the Bermuda Islands.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

August 11-15, Philadelphia, Pa.—Annual meet Federation of American Motorcyclists.

Ohio Fans See Good Racemeet.

A large crowd of Chillicothe (Ohio) motorcycle fans worked themselves into a fine frenzy on May 15th when S. W. Martin, of Upper Sandusky, rode five miles in 6:19, which was heralded far and wide as a world's record. At any rate, the events were interesting, and Chillicothe saw more visiting motorcycles that day than ever before in its history. The events were held on the half mile track in that city, and the summaries follow:

Three miles, 2¾ h. p. or under—Won by Irving Howich, Indian. Time, 4:28.

Three miles, 3½ h. p. and under—Won by Dale Trowbridge, Indian. Time, 6:27.

Five miles, twins—Won by S. W. Martin, Indian. Time 6:27.

Ten miles free-for-all—Won by Harry Nixon, Indian. Time, not announced.

Five miles, 2¾ h. p. and under—Won by Irving Howich, Indian: Time, 7:15.

Five miles, local riders—Won by Albert Aid. Time, 7:22.

Five miles pursuit—Won by Harry Nixon, Indian. Time, 6:30.

Five miles free-for-all handicap—Won by S. W. Martin, Indian. Time, 6:19. Fastest mile, 1:11.

Brandes Defeats Jackson.

Otto C. Brandes, who describes himself in capital letters as the "Home Trainer Champion," is very jubilant this week. The cause is that Brandes defeated his old rival, Hardy K. Jackson, the colored "champ," in two home trainer races at the Lafayette Theatre, Jersey City, N. J., one night last week, the exact date not being specified. In a 5 miles match Brandes defeated Jackson in two straight heats, the time for the first being 7:03⅕, and for the second, 7:08⅕. Following the match a handicap between four riders was held, the four rollers being in operation at one time. Eight times around the dial was a mile. Brandes states that he wanted to give Jackson a lap handicap, but the negro insisted on riding from scratch. Albert Edwards of Brooklyn had one lap and Peter Savanna of New York was allowed 1½ laps. Brandes finished first in 7 minutes 4⅖ seconds, leading Jackson home by 1¾ laps, Edwards by 2 laps and Savanna by 2½ laps.

F. A. M. District Meeting at Hartford.

The annual summer meeting of the Eastern district of the Federation of American Motorcyclists has been called to occur in Hartford, Conn., on Saturday evening, June 4th, at 734 Main street. The reports of the several district and state officials will be presented and, among other things, the nomination of a candidate for the district vice-presidency must be made. C. C. Wilber, the present incumbent and the most prodigious and businesslike worker that ever has filled an F. A. M. office, has intimated that he has no great hankering for a renomination.

Clifton Stadium Meet Postponed.

The threatening weather of Sunday last, 22d inst., caused a postponement of the regular weekly racemeet at the Clifton (N. J.) Stadium. Several hundred spectators were at the track, but rather than run the meet at a loss the management issued rain checks. In order not to disappoint the crowd who had come out to see him ride, Elmer L. Collins obliged with a mile exhibition behind pace. He covered the six laps in the fast time of 1:13⅖, which is five seconds faster than ever had been made on the Clifton saucer behind small machines.

Los Angeles Wants Meet Next February.

If Los Angeles members can change the constitution of the Federation of American Motorcyclists in order to allow the annual meet to be held at any time of the year, instead of only during the summer months, as at present is the case, it is possible that the 1911 meet may be held in that city. At least, this is the information from the Pacific Coast, which intimates that Los Angeles will ask for the gathering next year, and who believe that a meet under the sunny skies of California during February would be unusual and well worth while.

Hartford Racemeet is Declared Off.

The racemeet at Charter Oak park track, Hartford, Conn., which was to have been held on Saturday next, June 4th, during the F. A. M. Eastern District's meeting there, has been indefinitely postponed. It was announced that the racemeet would be held under the auspices of the Hartford Motorcycle Club, but it appears that the club was working in conjunction with a couple of speculative promoters, and disagreements which arose led to its abandonment.

PLANNING THE F. A. M. PROGRAM

Philadelphians Outline Entertainment Features—Endurance Run Route Chosen is Short of Official Average.

Philadelphia formally having been awarded the Federation of American Motorcyclists' national meet and set aside the second week in August for the purpose, the arrangements for the entertainment of the visitors rapidly are assuming definite shape. It had been announced that the Philadelphia Meet Club had been formed for the purpose and had raised funds, but apparently the Century Motor Club has taken the affair in hand, as the official letterheads for the eighth annual meet state that it will be "under the auspices of the Century Motor Club," its spacious clubhouse at 1606 North Broad street having been chosen as the official headquarters.

Although first reports stated that the annual endurance contest would start in Indianapolis and finish in Philadelphia, a distance of some 800 miles, such is not to be the case. The run, which cannot be classed as an endurance contest according to the rules, will start from Philadelphia on Monday, August 8th, and go to Reading that day, to Port Jervis, N. Y., the following day, and back to Philadelphia on Wednesday. At the meeting when this decision was made the chairman of the F. A. M. competition committee was present and approved the route. It is apparent the chairman's knowledge of the rules is in about the same proportion as his idea of chronology. The rules succinctly state that no event shall be recognized as an endurance or reliability contest unless the total distance is 300 or more miles, and in which the travel averages less than 150 miles a day. The total distance of the route chosen is only 345 miles, so that this average cannot be maintained; and the roads are so good that the affair will be more like a pleasure run than an endurance contest.

At the last meeting of the Philadelphians the program for the doings in that city tentatively was arranged. As the endurance run will finish Wednesday evening, August 10th, and there may be few or many parched throats and aching bodies, nothing has been arranged for that night. Thursday morning will be devoted to sightseeing and runs to historical points in the Quaker City, while a run to Valley Forge will utilize the afternoon of that day. The famous Revolutionary point will be a source of great interest to all who have not forgotten their history lessons. Thursday night will be devoted to a smoker and entertainment in the amusement hall of the Century Motor Club, which has seating capacity for 350 persons; in case of an overflow attendance a larger hall nearby will be used.

A run to Essington, 15 miles down the Delaware River, will take up Friday morning, August 12th, and in the afternoon the first instalment of racing will be tapped at the Point Breeze triangular mile dirt track. A run to Willow Grove park will be in order that evening. As Willow Grove is one of the most famous parks in America and as Philadelphians are certain the electrical display there is the "eighth wonder of the world," it naturally follows that no one will suffer from ennui Friday night. Willow Grove park is only 15 miles from the center of the city.



CENTURY MOTOR CLUB'S HEADQUARTERS

On Saturday morning, 16th, an inspection of the warships and workshops where the guns are made at the League Island navy yard will be in order for those who care for that sort of thing, and the afternoon will be taken up with the second instalment of racing. The evening has been left open.

As many of those as care to remain over Sunday will have the opportunity of participating in a run to Atlantic City, which is over 54 miles of level, straight highway.

Poisoning Charge in Road Race.

According to cable advices from Teramo, Italy, dated May 24th, six Italian riders, participants in the second annual Tour of Italy, are believed to be dying as the result of poison put in their food by a rival cyclist. The riders are Ganna, the famous Italian road crack; Galetti, Pavesi, Buschara, Sala and Davesi. This sextette was bunched and leading the field. It is stated the police arrested the other riders.

MATHEMATICS AT MINNEAPOLIS

Formula in Hillclimb Again Proves that the Race is not Always for the Swift—The Winners.

Jupiter Pluvius wept on Sunday last, 22d inst., and as a result the Minneapolis Motorcycle Club's hillclimb on Riverside hill had to be postponed until the following day—Monday. Held under a formula devised by the club, the climb was productive of fast time and close competition, and, as usually is the case when mathematics enter into a contest, the men making the fastest time in each class did not capture the first prizes.

In the single cylinder division Bert Ostrander astride a 4 horsepower Harley-Davidson outstripped all his rivals in the ascent of the 750 foot incline and negotiated the trip in 39⅘ seconds, which netted him the time prize. First prize in this class under the formula, however, went to E. H. Hammer, 3½ Indian, who flashed up the grade in 36⅗ seconds, and the runner-up was Ray Able, 4 Excelsior, who made the trip in 36 seconds flat.

Faster time, naturally, was made in the twin class, and the speed honors in this division, as well as of the entire contest, were gathered by a local product, a 7 horsepower Minneapolis, which, under the skilful guidance of R. S. Porter, made a sensational flight in 30⅗ seconds. This performance won him the time award by a good margin. A vivid illustration of the workings of the formula was afforded in this class, when E. L. Overholt, 3 N. S. U., who was clocked in 45⅘ seconds—more than 15 seconds slower than Porter—was awarded first prize on the mathematical basis. W. E. Barnaby, 5 Indian, made the climb in 34⅕ seconds and took second formula prize. The summaries:

Single Cylinder Class.

Rider and Machine.	Time.
Bert Ostrander, 4 Harley-Davidson	0:35⅘
Chas. Egberberg, 4 Royal Pioneer	0:35⅘
Ray Able, 4 Excelsior	0:36
D. C. Hawley, 4 Minneapolis	0:36⅕
E. H. Hammer, 3½ Indian	0:36⅗
J. H. Michaelson, 4 Minneapolis	0:38
Chas. M. Hester, 4 Excelsior	0:38⅘
Oliver Gould, 4 Thor	0:38⅘
C. A. Lilberg, 4 Minneapolis	0:47
Bert E. Bechman, 4 Eagle	..

Winners on formula—E. H. Hammer, first; Ray Able, second.

Twin Cylinder Class.

R. S. Porter, 7 Minneapolis	0:30⅗
L. D. McCall, 7 Indian	0:33⅘
W. E. Barnaby, 5 Indian	0:34⅕
W. E. Michaelson, 5 Minneapolis	0:35⅘
E. L. Overholt, 3 N. S. U.	0:45⅘
Harvey E. Baudette, 6 Merkel	..
Carl J. Johnson, 5 Indian	..

Winners on formula—E. L. Overholt, first; W. E. Barnaby, second.

REFEREE CRACKS WHIP AT NEWARK

Valentine Suspends Hehir and Palmer for a Month, and Disciplines Amateurs—Offenders Precipitate Bad Spills.

Although it did not meet with the approval of the track management, the action of Referee John H. Valentine, when he suspended Patrick Hehir and W. Palmer, two Australian cracks, one month each for unfair riding at the Newark (N. J.) Velodrome on Sunday afternoon last, 22d inst., met with the approval of several thousand spectators, who realized that this year, at least, no favorites are being played at the Newark saucer. The referee's action was really the feature of the meet.

The action came about in the 5 miles professional scratch when Palmer cut through on the inside running board and, in attempting to get back on the track, caused fifteen riders to fall. John Bedell, one of the last to tumble, was badly hurt and had to be assisted from the track. The decision of Referee Valentine was as quick as it was characteristic. Before the race he had warned the riders against unfair riding, and after Palmer's exhibition Valentine announced that the Australian would be shelved for one month. Hehir, another Australian, tried the same stunt later in the race. He rode inside the pole line and, when he attempted to get on the banking, crashed into Anderson with such force that the Dane fell to the track with a thud that was heard throughout the enclosure. Anderson did not recover consciousness for some time, and appeared to be suffering greatly from shock. Hehir also got one month's suspension.

Referee Valentine had another chance, in the five miles amateur scratch, which was marred by two spills, to show that he is very much on the job. Fred McCarthy of Toronto and Adam Beyerman were detected teaming, and after being warned by the referee still continued to work together. McCarthy finished second but was disqualified, while Referee Valentine told Beyerman that his next offense would result in a month's suspension.

The feature event was the "international team match" between America and Australia, the former being represented by Walter A. Bardgett of Buffalo and Albert Crebs of Salt Lake City, Palmer and Wells lining up for the Antipodes. In both heats Bardgett set the pace for his teammate, and Crebs defeated Palmer in the first heat and outsprinted Wells in the second, thereby winning the match for his team. Norman Anderson won the pro handicap, Kramer defeated Lawson in the 5 miles scratch and Percy Lawrence collected the money in the invitation. The summaries:

One mile handicap amateur—Won by H. Kydelson, Denmark (120); second, Frank Blatz, Jersey City (100); third, William Coburn, Newark (85). Time, 1:59⅗.

One-half mile handicap, professional—Won by Norman Anderson, Denmark (30); second, Fred G. West, San Francisco (30); third, Alfred Halstead, Sacramento, Cal., (50); fourth, Menus Medell, Newark (40); fifth, Peter Drobach, South Boston (45). Time, 5:57⅕.

Five miles scratch, amateur—Won by Jacob Magin, N. T. V. W.; second, Chris Scheller, San Francisco; third, John T. Brennan, N. T. V. W.; fourth, William Coburn, Newark. Time, 11:25⅗. Lap prize winner, Carl Ericson, Empire City W. Fred McCarthy, Canada, finished second, but was disqualified for teaming.

Team match, professional—First heat (one mile) won by America (Bardgett-Crebs); second, Australia (Wells-Palmer). Time, 2:50. Second heat (one-half mile) and match won by America (Bardgett and Crebs). Time, 1:03⅕.

Two miles invitation, professional—Won by Percy Lawrence, San Francisco; second, John Bedell, Newark, N. J.; third, E. F. Root, Melrose, Mass.; fourth, Fred Hill, Boston; fifth, Fred W. Jones, Passaic, N. J. Time, 4.47⅖.

Five miles scratch, professional—Won by Frank L. Kramer, East Orange, N. J.; second, Iver Lawson, Salt Lake City; third, Fred Hill, Boston, Mass.; fourth, Fred W. Jones, Passaic, N. J.; fifth, Charles Schlee, Newark, N. J. Time, 10:15⅖. Lap prize winners—Drobach 8, Bardgett 6, Stein, Wells and Rupprecht, 3 each; Jones 2, Crebs, King, F. Hill and Anderson 1 each.

Brockton to Have "Motorcycle Day."

Sunday, June 12th, officially will be known as "Motorcycle Day" in Brockton, Mass., and if the efforts of the committee of dealers working upon the project are rewarded with success that city will entertain more motorcyclists that day than ever before.

G. A. Gove, chairman of the committee, announced this week that riders and clubs throughout the East will be importuned to make Brockton their objective point on June 12th, and so certain is he that the response will be large that arrangements already have been made with a well known firm of Brockton caterers to put up a tent and be in a position to feed 800 persons.

To stimulate interest in the gathering a number of prizes will be offered, one being for the club represented by the largest number of members, another for the club riding the greatest distance, and also awards for the individual riders, both male and female, coming the longest distance. In addition to these awards, the nature of which has not yet been divulged, there also will be a prize for the club having the greatest number of machines of any one make, and also for the best appearing club.

So that no visitors will go astray, the club will station couriers at all the roads leading into Brockton, to guide incoming tourists to the rendezvous.

TAKE UP THE TRIO'S CHALLENGE

Other Amateurs Ready to Meet the Ericson-Brown-Fisher Team—Two Acceptances Already Received.

It now is up to the Empire City Wheelmen to "fight or run," as a result of the challenge of Carl Ericson, H. R. Brown and Franklin Fisher to race any three-man team of bona fide amateurs, as published in last week's Bicycling World. Two acceptances of the challenge already have been received and others are expected.

The first was received early Monday morning, when Henry Van den Dries telephoned the Bicycling World that he would accept the "defi" of the Empire City trio, supplementing it by the following letter:

"I hereby accept the challenge of the Empire City Wheelmen on behalf of a team composed of Adam Beyerman, Jerome Steinert and Wm. Van den Dries, Jr., the distance of the race to be two miles, French match style, best two in three heats, all at the same distance, the contest to take place at the Newark Velodrome on Sunday, June 5th, at 11 a. m., the referee to be F. L. Valiant of the Bicycling World. I will back my team for any amount from $30 to $300 for the team, the money to be deposited with the referee two days before the race. The winners will use the losers' money for the purchase of medals or other jewelry.

"The three riders mentioned are all bona fide amateurs, and have never lost a day at work because of their riding. They all are members of New York clubs, Beyerman being a member of the Mohawk A. C., Steinert, a member of the Roy W.; Van den Dries belongs to the New York A. C.

"As there will be six men riding on the track at one time, I think it advisable that the race be conducted on the point system, the first four riders in each heat to score points as follows: First, 5 points; second, 3 points; third, 2 points, and fourth, 1 point. If conducted upon the point system the three heats will be necessary, the team scoring the greatest number of points to be declared the winner. (Signed) Henry Van den Dries, 552 W. 163d st., N. Y. City."

From the import of the second challenge it is apparent that Fisher, Brown and Ericson are considered beatable even by their own clubmates, as all the three riders referred to in the following letter, as well as the challengers, also are members of the Empire City Wheelmen:

"On behalf of John Struber, John A. Stofko and John A. Eubank as a team, I accept the challenge of Ericson, Brown and Fisher to a team race on any of the board tracks in the East, conceding the challenging team the absolute right of choosing the track, date, kind of race, and of making other arrangements for the match. (Signed) Arthur E. Rhodes, Manager."

VOTED TO DESTROY THE RECORDS

Defeated and Disgruntled Riders Take Unusual Action to Hide Their Scores —Mapp Wins Taral Trophy.

Perhaps no more striking example of trade jealousy and unsportsmanlike disgruntlement over the winning of a prize in a motorcycle contest ever has been exhibited than that shown by some of the contestants in the New York Motorcycle Club's Taral trophy contest, from New York to Hudson, N. Y., and return, 226 miles, which was run on Sunday last, 22d inst. Although Harry C. Mapp on a 5 horsepower Indian, who, though in the trade, uses his own machine and is a real sportsman, won in clear and decisive fashion the diamond medal offered by Fred Taral, proprietor of the Monogram Hotel, the chagrin of a certain element was so great that they resorted to technicalities to deprive Mapp of his justly earned triumph, and failing that, at a meeting of the club voted to have all records of the run destroyed and to give out nothing for publication. Mapp offered to return the medal for a repetition of the contest, but his sportsmanlike offer was not accepted.

Seventeen of the 18 nominees were on hand for the getaway, and were dispatched in pairs at one-minute intervals. There were four checking stations—Poughkeepsie, Hudson (where the rules required a stop of one hour for luncheon), Poughkeepsie on the return, and the final control at the starting point. Deducting the lunch-hour, the running time was 12½ hours, which averages about 19 miles an hour.

In addition to the regular controls, there was a secret control which was unknown to any of the contestants until they came upon it without warning. This control, the purpose of which was to break any possible tie which might result at the regular controls, was established by M. E. Toepel and party, who left an hour before the contestants. In order that the location of this control might be kept secret from all and thus insure impartiality, envelopes were prepared before the start with slips containing directions to establish a secret control so many miles from the start, so many minutes after starting, etc. These envelopes were sealed, and after the checkers had started one was drawn at random and opened in the presence of all the secret checkers, so that secrecy absolutely was assured.

That Mapp rode consistently and hugged the schedule is attested by the fact that his total variation from the official time at all controls was 2 minutes and 33 seconds. Specifically, he was late 3 seconds at the secret control, ½ minute at Poughkeepsie, and 2 minutes at the final check, which latter was due to variation in watches, as he, like most of the others, arrived nearly half an hour ahead of time and waited around the corner until checking time arrived. While waiting, he dropped into a lunch room and thereby missed securing the correct official time which was brought around to the waiting ones by one of the officials.

Mapp clinched the medal so decisively and by such a wide margin that when the wrangle ensued he offered to waive his standing at either the secret or regular controls, which would have reduced his percentage considerably and still left him the winner. The penalizations at the regular controls were 2 points for each minute or fraction early or late, and at the secret control 1-30 point per second early or late. Under the original rules all survivors, except the medal winner, who finished with a score of 950 points or better, were to receive a bronze medal, but after the heated discussion and the destruction of the records at the club meeting, it was decided to award bronze medals to all who finished, regardless of their standing. However, all of the 14 survivors managed to keep their scores above the minimum medal limit, although it was a close squeeze for some, among them being the clique which stirred up the dissension.

Those who finished were the following: Harry C. Mapp, 5 Indian; G. A. Ashley, 7 Indian; F. Brewer, 7 Indian; Thomas Rice, 5 Indian; J. Gaucher, 6 Thor; D. Molin, 4 N. S. U.; Fred Voelker, 6 N. S. U.; R. Gray, 6 N. S. U.; J. Cox, 6 Merkel; H. B. Lyon, 7 Merkel; J. F. McLaughlin, 7 Merkel; Charles Ruck, 6 Merkel; A. G. Chapple, 7 Merkel; Frank Hart, 7 R-S.

Indians Continue Their Scalping Abroad.

As usual, Indian motorcycles scored heavily in Great Britain during the week-end of May 7th. At the Edinburgh-Waverly Motorcycle Club's hillclimb, held at Delphinston, near West Linton, T. B. Hunter on a 5 horsepower Indian scored the fastest time of the day, beating J. Baxter on a 5 horsepower Rex by three seconds, the former's time being 1 minute 12 seconds. In the mile sprint race at Brooklands C. E. Bennett, 5 Indian, won the class for machines not exceeding 750 cubic centimeters, while E. Lee Evans captured first honors in the class for machines not exceeding 1,000 cubic centimeters; Evans was astride one of the 7 Indians. In the handicap race the allowance of 1:33 for both J. Gibson and F. A. MacNabb, both on Trump-J. A. P.'s, proved too great for Evans to overcome. Evans finished third from scratch, however. Another notable performance was recorded at Glasgow in the hillclimb promoted by the local club at Stony Moulin Brae, near Balloch. The hill, which measured 1,230 yards, with a gradiant of 1 in 5, was wet, and W. Alexander, whose 5 Indian went up in 2:24, was the only one of of eight contestants in the twin class who was able to reach the summit.

SPIRITED RACING AT WICHITA

Several Events Provide Excitement—One Competitor Suffers Three Spills and Still Figures as a Winner.

With the Linwood band furnishing martial music, the Wichita Motorcycle Club's racemeet at the half mile track near Wichita, Kan., on Friday, 20th inst., was conducted with a snap that kept the spectators aroused from start to finish. Although the crowd was smaller than the promoting club had anticipated, it nevertheless was enthusiastic, and liberally applauded the pretty riding of Randall, Weishaar, Norton, Hockaday, Andrews and other cracks of the middle West.

Dan Randall, a local rider who steered a N. S. U., scored the fastest time of the day and won a silver loving cup offered by the promoters for the fastest mile made during the meet. Randall covered two laps —it was a half mile track—during the last race of the afternoon in 1:12. Four riders started, but the race had not progressed very far when Bennett, on a Yale, was compelled to withdraw because of a dragging stand. Lindel, Merkel, was not able to get all the speed he needed to be a factor, and the real race was between Randall and Ray Weishaar, on an Indian. For several miles the race was an elbow to elbow affair, and was only terminated when Weishaar spilled on a curve, making his third fall of the afternoon.

One interesting race was a slow event, the distance being one-eighth of a mile. Mack Wilson, riding a machine of his own construction, required 4 minutes 12½ seconds to cover the distance, and thereby won the race. A battle royal between Norton, Merkel, and Randall, N. S. U., in the unlimited pursuit for singles, elicited applause from the spectators. Twelve miles were covered before Norton finally overhauled his opponent. The twin pursuit went to Weishaar, Indian, after 6¼ miles of pretty riding. The summaries:

One mile novice—Walkover for Max Wilson, R-S. Time, 2:03.

Five miles free-for-all, twins—Won by Claude Andrews, R-S; second, Lindel, Merkel; third, Ray Hockaday. Time, not announced.

Three miles, private owners—Won by Norton, Merkel; second, Cooper, Harley-Davidson; third, McGill, Harley-Davidson; fourth, Clements, Harley-Davidson. Time, 4:08½.

Five miles open—Won by Mack Wilson, Thor; second, Dan Randall, N. S. U. Time, 7:05.

Unlimited pursuit, singles—Won by Norton, Merkel; second, Randall, N. S. U. Distance, 12 miles.

Two miles novelty—Won by Norton, Merkel; second, Andrews, Excelsior; third,

Ray Hockaday, Thor. Time, not announced.

Five miles, trade riders—Won by Ray Weishaar, Indian; second, Cooper, Harley-Davidson. Time, 6:50½.

Unlimited pursuit, twins—Won by Ray Weishaar, Indian; second, Randall, N. S. U.; third, Hockaday, Thor. Distance, 6¼ miles. Time, 8:15½.

One-eighth mile slow race—Won by Mack Wilson, Wilson Special; second, Bennett. Time, 4:12½.

Five miles free-for-all handicap—Won by Randall, N. S. U.; second, Ray Hockaday, Indian; third, Lindel, Merkel. Time, 6:22½.

One mile against time—By Norton Merkel. Time, 1:19¾.

BIG DAY FOR PLEASURE CYCLISTS

Arrangements Completed for 50 Miles Run to Rye Beach—Program Provides Fun for Everybody.

Judging from the entry blanks which were issued this week, this year's 3d annual 50 miles pleasure run to and outing at Rye Beach, N. Y., and return, which is conducted by the Century Road Club of America, will be one of the notable functions of the season, and it is expected that it will prove even more successful than last year's outing, which attracted more than 400 cyclists.

The date has been set for Sunday, June 26th, and the start will be made from Columbus Circle, Broadway and 59th street, at 8 a. m. Silver loving cups will be awarded the club having the largest number of entrants, the club making the best uniform appearance, the club outside Greater New York having the largest number of entrants in line, while every participant in the affair will receive a handsome gold plated and enamelled souvenir pin, no charge being made to ladies, however.

The parade through New York City to Rye Beach doubtless will be a most imposing sight, as it is expected that more than 500 riders will be in line. These will be divided into five groups, there being four pacemakers, one courier and one bugler to each division. These all will wear wide gold silk sashes. There also will be a special division for women, as was the case last year.

It is after reaching Rye Beach, however, that the real fun will commence. There are many ways to obtain enjoyment at this resort, but the Century Road Club of America plans to keep the riders busy from the time they reach there until it is time to leave for New York City. There will be a coasting contest for three good prizes and a one-eighth mile slow race, also for three prizes, and no entry fee will be exacted in either of these events. For the racing men a three miles handicap has been planned, with gold, silver and bronze medals and other prizes, which will be open to all registered amateurs at the nominal fee of 25 cents. The shore dinner will not be the least attractive feature.

Herman Geiler, centurion of the New York State division, who contributed largely to the success of last year's outing, again has been chosen chairman of the committee, and this fact presages success, as Geiler is one of the most indefatigable of the hard workers with which the Century Road Club of America is blessed.. Eugene Suykerbuyk is secretary of the committee, the other members of which are Fred E. Mommer, A. W. Eberhardt, John DeBruyn, J. W. Hedden, Emile E. Fraysee, P. F. Edgar, Martin McMahon, H. H. Hintze, Geo. Hausenbauer, Harold Grupe, Sol Lazarus, J. G. Schmidt and Charles Hausenbauer.

ANNUAL PHOTOGRAPH RUN OF THE CENTURY ROAD CLUB ASSOCIATION



Ten miles free-for-all—Won by Randall, N. S. U. Time, 11:15. Weishaar fell.

Empires Wondering What is Wrong.

The Empire City Wheelmen of Brooklyn, are wondering what is the matter with the clubs in the metropolitan district. The Empire Citys sent letters to all the organizations inviting them to co-operate with them in holding a run to Valley Stream, and there have a baseball game and a good time generally, but thus far not a reply has been received. The Empire City Wheelmen are one of the few progressive clubs in the East. After each meeting there is something out of the ordinary to interest the members. Last week the entertainment took the form of a potato race, which Samuel Barnett, the president, won. William Eldredge was second.

DECIDES 24 HOURS MAKE A DAY

F. A. M. President Settles Sanction Squabble by Reference to Calendar—Competion Chairman Slashes $4 Rate.

Unless the sun, moon and stars change their habits or exert more influence than Halley's comet, it is likely that even in the Federation of American Motorcyclists a day will mean what the astronomers, calendar makers, civil authorities and men generally always have supposed that it meant—i. e., a period of twenty-four hours.

That it meant anything else in the F. A. M. did not become public property until, as stated in last week's Bicycling World, the New York Motorcycle Club entered a protest against the policy of the chairman of the F. A. M. competition committee in exacting a sanction fee of $4 for its contest for the Taral trophy, which was run on Sunday last. The present chairman, and his immediate predecessor, as now is known, had been pursuing this extortionate policy for some time, despite the fact that the rules specifically fix $2 as a charge for sanctions "for each day which the contest, exhibition or record trial is to be held." Their action had caused some grumbling, but until the New York Motorcycle Club took formal action, and appealed to the president of the national organization for a decision, no steps had been taken to challenge it, and many dollars thus illegally collected have found their way into the competition committee's coffers.

When the New York Motorcycle Club's protest reached the president of the F. A. M., the chairman of the competition committee also submitted his defense. After considering it, the president expressed his disagreement with the policy of petty extortion, and in doing so he let the chairman down as gracefully as possible. He stated that the decision of the latter, and of his predecessor, "unquestionably has some merit in it," but that he "cannot personally quite agree with the chairmen referred to as to what shall constitute a day under the ruling of the club. It is quite my personal opinion," he adds, "that a day, referring to a period of time, shall mean a full calendar day." The president stated that in informing the chairman of his decision in the matter he also conveyed the suggestion that the point involved should be referred for decision to the entire membership of his committee.

When the New York club first raised the question, the chairman of the F. A. M. competition committee, who was present at the meeting in his capacity as a member, took refuge in the precedent established by his predecessor, who is his boon companion, and who, he said, arbitrarily had decided that the F. A. M. day began at noon and that, therefore, any contest which started in the morning and extended into the afternoon occupied two days and should be taxed accordingly. After that "defense" was offered it appears that someone shifted from one foot to the other, as it now is stated that the chairman believes that a day means the period from sunrise to sunset. Which of the two conflicting "official explanations" was made to the president, and which is the particular one in which he finds "some merit," has not yet become known.

On the receipt of the president's decision against his policy, the chairman at once issued a number of sanctions, at the $2 rate, which he had been holding up, which delay on his part had served to add fuel to the flame of discontent which had arisen. In fact, feeling concerning the policy of petty extortion had reached such a point that the president of one club declared at a meeting of his organization that before he would consent to the payment of $4 he would take the matter into the courts for decision.

Unicycles from Boston to New York.

Although Court Edwards, the unicyclist who was going to ride from California to New York, has disappeared, another long distance single wheeler turned up in New York City on Saturday last, 21st inst. He says his name is Dan Green and that he rode a unicycle from Boston to New York. He was decked out with an Indian war bonnet, an officer's khaki coat and leather-fringed trousers. Green accounted for his unusual costume by stating that he is a Mexican with a fondness for the United States, though why that should serve as a excuse for such an outlandish costume was not made plain. The object of the trip, he said, was to win a wager of $500 from some unnamed persons. Green averred that he left Boston at 6 o'clock last Thursday morning, 19th inst., and rode his unicycle to Springfield, arriving at the latter place at 7 o'clock that night. At 6 a. m. the following day he set out for Bridgeport, which place he reached at 6 p. m. Friday. Saturday's ride was from Bridgeport, Conn., to New York City, and he breezed into this town early in the afternoon.

Student Motorcyclists on Long Tour.

Burchell Upson of Sacramento and Lee Scott of Stanford University, California, are to tour Europe, northern Africa, Southwestern Asia and perhaps the Far East on motorcycles. Upson and Scott left California for New York on Wednesday, 25th inst., and from here they will embark for Cork. After touring Ireland, they will "do" England and Scotland, thence proceeding through France, Spain, Italy, Greece, Turkey and Egypt successively. If the roads are in good condition the young men will continue their journey into the more interesting parts of Asia. They intend to be gone eight months, during which time they will study architecture and engineering.

TURNS "PRO" TO SPITE HIMSELF

Referee's Son Gets Mad and Joins Cash-Chasers on the Spot—Slow Time at Los Angeles Meet.

Although a large crowd was present, the closing meet at the 3½ laps board track at Los Angeles, Cal., Sunday afternoon last, 22d inst., would have ended dismally but for one dead heat finish between Hubert Kittle and Raymond Seymour in their match, and the consequent dramatic turning of Kittle to the professional ranks.

Kittle and Seymour were matched for three heats at four miles each. In the first the crowd witnessed a neck and neck finish between the pair of local riders, and in the second heat Seymour compelled Kittle to take the lead and outjockeyed him to defeat. Seymour had a perfect right to remain behind until the last stretch, but Kittle and his father, who acted as referee, evidently did not think so and became angry. To make a long story short, Kittle refused to ride the final heat against Seymour, and in order that he might not be obliged to ride against him he straightway turned professional and started in the half hour event for cash chasers.

There was nothing spectacular about the professional races. Whittler won both events in slow time, with "Hardluck" Mitchel second in each instance. Derosier, who "got out of trouble by marrying the girl," had trouble with his machine and was not a factor. The summaries:

Six miles for stock machines, 30½ cubic inches—Won by Irwin Knappe; second, J. Dawn. Time, 7:38⅗.

Four miles match, 48 cubic inches—First heat tie between Hubert Kittle and Raymond Seymour. Time, 3:36⅗. Second heat won by Seymour. Time, 3:53⅗. Third heat called off.

One-half hour free-for-all, professional—Won by Fred E. Whittler; second, Arthur Mitchel; third, Jacob Derosier. Distance, 30⅓ miles. Also ran, Hubert Kittle.

Two miles handicap—Won by Irwin Knappe (¾ lap); second, Raymond Seymour (scratch); third, A. Ward (¼ lap). Time, 1:50.

Eight miles free-for-all, professional—Won by Fred E. Whittler; second, Arthur Mitchel. Time, 7:51⅗. Also ran, Jacob Derosier.

No Motorcycles in Wilkes-Barre Climb.

There will be no motorcycle events at the annual hillclimb promoted by the Wilkes-Barre (Pa.) Automobile Club, and the local riders consequently are disappointed. Heretofore motorcycle events have formed an interesting part of the program at the annual climb on Giant's Despair; the date of this year's meet has been set for Saturday, June 11.

From The Four Winds

The Spokane (Wash.) Motorcycle Club has reorganized with 50 charter members. Charles W. Wood is president and H. P. Gabriel secretary-treasurer.

The proposed motorcycle racemeet at Spokane, Wash., for Decoration Day has been postponed. It is stated the meet will be held soon after July 4th.

Ill health has caused the retirement of Peter Guenther, the well known German pacefollower. Guenther has never been quite himself since his terrible spill at Cologne in 1903.

The Kansas City (Mo.) Motorcycle Club has been organized with the following officers: President, H. S. Richards; vice-president, H. E. Hunt; secretary, H. E. Wall, and treasurer, R. W. Brigham.

In an endeavor to suppress scorching on its club runs, the Syracuse (N. Y.) Motorcycle Club has adopted a schedule of fines. They are inflicted for passing the pacemaker or exceeding the pace set by him.

The Denver Motorcycle Club has been organized in the Colorado city of that name with more than 100 members, it is stated. The officers are: President, Walter Marr; vice-president, E. S. Gehrung; treasurer, Perry Mead; secretary, C. A. Twitchell.

Apparently it is the bicycle scorcher and not the automobile speedster that is worrying the Munich (Germany) commissioner of police. He has organized a flying squadron of bicycle cops for the especial purpose of keeping an eye on cycling scorchers.

William Martin of Omaha, Neb., wears a smile that will not erase. The reason is that Martin won the Indian motorcycle offered by the Omaha Bicycle Co. to the member of the Commercial Bowling League who could roll the highest score in twelve games. Martin's score was 2,435.

Thanks to the Cyclists' Touring Club, touring in Spain hereafter will not be so burdensome as formerly. Arrangements have been concluded whereby members of the C. T. C. may take their machines into Spain free of duty. Spain now is on a par with other Continental countries, where a like privilege has been enjoyed for years.

It cost F. J. Trueman of Virginia, Ill., a new bicycle, a new suit of clothes and a cash consideration to square himself with John Muir, who was riding a bicycle when struck by Trueman's automobile. Trueman explained in court that he lost control of his machine and that the accident was unavoidable, but the magistrate fined him $50 and costs.

Marcel Berthet, the French pacefollower who was seriously injured while training for a race in Leipzic, Germany, is still in the hospital but is doing well. At the urgent insistence of his family Berthet will forsake racing. Coincidental to this decision, Stiploscheck, his pacemaker, has engaged himself to Stellbrink, the German rider, for the season.

That the recent introduction of 15 motorcycle policemen in Chicago, Ill., has proved successful is the testimony of Chief of Police Steward. During the six weeks the motorcycle cops have been on duty they have done excellent work, and the chief thinks that with 85 other officers similarly mounted he could revolutionize the police business of the Windy City.

The Trenton (N. J.) Cycling Club has been reorganized with the following officers: President, Charles Lander; vice-president, Shelton Moore; secretary, Leroy Douglas; treasurer, Norman Heil. The club plans to be very active this season and will hold its first century run on Decoration Day, the objective point being Plainfield, N. J., where several interesting road races will be in progress.

A test of speed at which the bicycle policemen of Orange (N. J.) are able to go under actual road conditions was made one morning last week at the request of Police Justice Bray, who is gathering information that he believes will assist him in dealing with cases of automobile speed law violations. Policeman Michael Giordano carried off the honors by showing that he could sprint at the rate of 30 miles an hour for an eighth of a mile.

Occasionally someone is heard to advise the novice always to carry a stock of wire nails in his kit for the very good reason that they form handy substitutes for lost or broken cotter pins. But what can be the objection to carrying a limited stock of cotter pins instead? Certainly they are not inclined to punch holes in leather kits or vest pocket, and besides, that is really what they are meant for, anyhow, and they are almost "as cheap as dirt."

The Iver Johnson Wheelmen, of New York City, will conduct a century run over Long Island roads on Sunday, June 12th. The start will be made from the club's headquarters, First avenue, between 89th and 90th streets, at 7 a. m., and the pacemakers will be A. J. W. Eberhardt, J. B. Schmid, W. F. Messner, P. E. Wilke, S. F. Klein, John DeBruyn, Herman Geiler, Sylvain Segal and Carl Anderson. Silver medals will be awarded survivors.

It may not be true, but it is said that in their earlier days Alfred H. Seeley and Fred E. Mommer of the Century Road Club of America once went on a week-end tour. That was before they became such indefatigable mileage "fiends." A friend met Seeley a few days later. "So you went touring with Mommer; how many miles did you ride?" he asked. "I've forgotten what number we agreed upon," replied Seeley, unabashed. "You had better ask Fred."

An English sailor sentenced to five years' penal servitude and five years' detention for bicycle stealing has an extraordinary record behind him. He has served many terms of imprisonment, from the last of which he emerged on March 12th. No sooner had he got his liberty than he began thieving again. Among other things, he stole several bicycles before caught, and at the trial confessed to having stolen 32 bicycles in the few times he has been out of prison.

Continental track managers are very much interested in the suit that has been brought against the lessees of the Chemnitz (Germany) track by Willy Voght, in an action for damages. At the opening of the track the surface was so slippery that a score of sprinters fell. Amang them was Voght, who broke his left ankle, and has been obliged to forsake racing. Voght thinks he is entitled to financial balm, and the outcome of the suit is awaited with interest.

American cyclists should thank their lucky stars they are not compelled to live in England. The Honorable Francis John Lascelles ran into a carriage while riding his bicycle and sustained a broken collarbone, a badly lacerated ear and other injuries. He was so riled that he gave vent to a wholesome and expressive "Damn!" An officious "bobby" became so shocked that he haled the luckless cyclist to court on a charge of using profanity on the highway. He was assessed $5 and costs.

In connection with the announcement of Colonel William F. Cody's (Buffalo Bill) retirement from the strenuous exertions of lassoeing bucking broncos and "shooting up" Indians in his Wild West show, the mistake made by many foreign papers is of passing minor interest. It often was stated that the Colonel Cody who was so much in the public eye last year in connection with aviation was the Cody of "Buffalo Bill" fame. A German paper goes even further and says that 10 years ago Colonel Cody was taking part in bicycle races in Germany. Both statements are contrary to fact.

There is a deal of feeling among the heavyweight inspectors and foremen in the street cleaning department of the Borough of Queens, New York City. Superintendent Arrow C. Hankins has ordered a half dozen bicycles, which are to be used by his foremen and inspectors in keeping track of the gangs of men scattered through the borough. As several of the inspectors and foremen weigh 200 pounds and upwards, and never learned to ride a bicycle, they are wondering if the order will be enforced. As the other boroughs for several years have had scores of bicycles purchased for the same purpose but which are rarely used, the Queens superintendent will have to look sharp unless he desires to waste taxpayers' money.

WILL WEAKEN VALENTINE'S HAND

Referee's Suspension of Newark Riders is Circumvented Through N. C. A. Board of Control—Box Office

As a result of not living up to its rules, the National Cycling Association has precipitated itself into a nice little muddle that may cause the retirement of one of the best referees the association ever had. Incidentally, the National Cycling Association has placed a premium upon foul riding, so that hereafter it will be possible for a rider to act as reprehensibly as he may desire, providing he can afford to pay the $50 fine. Further than that, the National Cycling Association has made it apparent that riders who are box office attractions are to be favored. At least this is the opinion held by many persons as the result of the action of the Board of Control.

On Sunday last at the Newark (N. J.) Velodrome, as detailed elsewhere in the Bicycling World, Referee John H. Valentine suspended Patrick Hehir and W. Palmer, two Australian riders, for one month because of foul riding.

The fine point at issue is that, according to the rules of the National Cycling Association, a referee may disqualify a rider only from a race or meet under his jurisdiction or fine him a sum not exceeding $25. If in his opinion the offense merits further punishment, he may suggest it to the Board of Control. The rule, however, has not been enforced for a great many years, and last season R. F. Kelsey, chairman of the Board of Control, gave Referee Valentine, who was then at Clifton, N. J., power to suspend riders if they deserved it. In fact, it is said that Kelsey, himself acting as referee, has suspended riders and upheld his action as chairman of the board.

In view of this Valentine naturally presumed that he had the same power this season as last season, although he has been officiating at Newark instead of at Clifton. The first intimation that this was not the case reached him when he heard that his action of Sunday last was to be considered by the Board of Control—this after Valentine had been asked to change his order of suspension to a fine. It is said that Hehir and Palmer are under contract to ride on the Eastern Circuit, and their enforced idleness for one month not only would have an effect upon the gate receipts, as stars are not numerous, but might also entail additional loss to the promoters, providing they should be compelled to pay salaries to the suspended riders at the same time.

At any rate, it is stated that the Board of Control "held a meeting" and "decided to sustain the referee." It was stipulated, however, that the riders "might, if they desired, pay a fine of $50 each, in which case the suspension would be raised." Besides Chairman Kelsey, the members of the Board of Control are Howard G. Reynolds of Boston, Dai H. Lewis of Buffalo, C. Ross Klosterman of Baltimore and Charles L. Berry of Salt Lake City.

The inconsistency of the Board of Control is shown in the fact that earlier in the season Referee Valentine suspended Edward Rupprecht for a similar infraction of the rules. Although a good rider, Rupprecht is not under contract to the Newark promoters and has not the box office drawing power of Hehir and Palmer. Valentine's action in the case of Rupprecht has never been questioned, and Rupprecht has the doubtful pleasure of seeing Palmer and Hehir reinstated for doing something worse than he had done.

It is said that Referee Valentine is so incensed over the affair that he does not desire to officiate at Newark again. He reasons that public confidence in him will be badly impaired and that the spectators will feel they have no guarantee that the races are "on the level."

Walthour Shows Germans His Heels.

Robert J. Walthour again showed his heels to the European cracks at Barmen, Germany, on May 16th. The race was contested in two heats. In the first Walthour defeated Van Gent, Schipke and Salzmann rather easily in the order named. Schipke put up a good battle in the second heat, but Walthour showed superior speed and again led the bunch home, Van Gent being third and Salzmann fourth.

Georget Wins the Bordeaux-Paris.

The 20th annual Bordeaux-Paris professional road race, held on May 15th, resulted in a victory for Emile Georget, who covered the 368 miles in 18 hours 23 minutes 25 seconds. Louis Trousselier was second in 18:35:00, and Leon Georget followed, his time being 21:00:30⅗. Ringeval was fourth, Lafourcade fifth and Fleury sixth.

Friol Now Europe's Sprint Champion.

In addition to being sprint champion of France, Emil Friol also is the sprint champion of Europe. He won the latter title at Roubaix, France, on Sunday and Monday, May 15 and 16. In the final heat Friol defeated Ellegaard by a half wheel, with Moretti, an Italian crack, close up for third.

Seres Beats Butler and Darragon.

Nat Butler was one of the contenders in the Prix de Pentecost, an 80 kilometres paced race held at the Parc des Princes track, Paris, May 16th, but faulty pacemaking put both him and Darragon out of the running. Seres scored a notable victory by leading Parent by six laps at the finish.

No Sunday Liquor at Salt Palace.

The bicycle "fans" of Salt Lake City are wearing sackcloth and ashes. The city council this week refused to grant a liquor license for the Salt Palace property.

"BOOKIE" WOULD LOSE HEAVILY

His Ignorance of the Speed Capacity of Bicycles and Motorcycles Might Tempt Him to Rash Odds.

"Bookmaking is as easy as rolling off a log," said the sporty looking individual, as he was sipping his cafe melange in one of the "Vienna" cafes on Second avenue, New York City. "That is, if you've got any kind of common sense. Of course, there are times when the bookies make a mistake, but it isn't because they can't figure, but because someone sent out the wrong dope."

"I say, Frank," interrupted one of his listeners, "have you ever tried to make book on an automobile race or a bicycle race?"

"Me make book on chug wagons? Not if I'm sober! Why, man alive, no bookmaker in the whole world could figure out odds on such classy cars as—well, I don't know their names, but I've heard a lot of them. And as for bicycles—nixie doing, old chap. Nobody wants to bet on bicycles, anyway. Wouldn't be surprised in the least, though, to see them start making book in the aeroplane races this summer."

"I really would like to know which is the fastest, the automobile, the bicycle or the aeroplane," mused one of the fellows, a florid-looking "Dutchman" of the comic supplement type.

"The motorcycle," grunted a sharp-featured young fellow at a neighboring table.

"Motorcycle nothing!" snorted the bookmaker. "Do you mean to say that a motorcycle can go faster than an automobile or an aeroplane?"

"On anything under a mile distance the motorcycle is the fastest thing ever built by man."

"I don't believe it!" exclaimed the bookmaker. "If I had to make book on combination races run by automobiles, aeroplanes, bicycles and motorcycles, I should put the odds something like this: 'Automobile to win—1:2, place, 1:5; aeroplane to win—even money, place 1:3; motorcycle to win—5:3, place 4:5; bicycle to win—12:1, place 3:1.' That is to say, in a one mile race. If the race is for ten miles, the bicycle would be out altogether, with odds about 500:1, and with the motorcycle and aeroplane in reversed positions. The automobile would still be first choice.

"Well, old man, any time you get ready to make a book like that let me know, will you? I'll put down a few hundred dollars on the motorcycle for the one-mile race."

"And if the race should be for a half mile only, put me down for all I've got on the bicycle," added a slim, sinewy chap who had listened interestedly to the argument."

"On the bicycle?" asked the bookmaker, as if he hadn't heard quite distinctly. "Do you mean to say that a bicycle has a ghost

of a show in any kind of a race against an automobile and a motorcycle, not to mention the aeroplane?"

"Most assuredly it has," said the cycle enthusiast. "And I'll tell you why. It takes a motorcycle about a hundred yards to get up full speed; the bicycle, driven by a crack sprinter like Kramer, Clarke, Hehir, or Rutt, is going at top speed within twenty yards. It takes the automobile nearly a fourth of a mile to reach its highest speed. The aeroplane has to run on the ground for 50 to 100 yards before it rises, and cannot get up any kind of speed in half a mile. So there, you see, the bicycle has an immense advantage over all the others in the facility of the 'jump.' If you were to make a book on the lines you laid out you would 'go broke' so quickly you wouldn't know what hit you."

"Your line of talk sounds pretty good," admitted the bookmaker. "I'm mighty glad this argument was brought up, because you never can tell how soon some promoters will get up a race of this kind, and," looking around cautiously, "betting will naturally be done on a great scale, notwithstanding all the betting or anti-betting bills ever passed or to be passed. How would you arrange the odds, if you were to make a book on such a race?" he asked the supporter of the humble bicycle.

"I? Well, I hardly know how to make a book; but if you mean in what succession I would place first choices—or, rather, second and third choices—in a ½ mile race, I'd say bicycle first, motorcycle second, automobile third and aeroplane last. In a one-mile race the fight between bicycle and motorcycle would probably result in defeat of the former; automobile and aeroplane would remain in their respective positions. In a five miles race, barring accidents, the motorcycle should have a sure win, automobile second, aeroplane third, bicycle last. In a ten miles race there would be something like a dead heat between the automobile and the aeroplane, with the motorcycle still a fairly easy winner, for don't overlook the fact that windage and what they call road friction both favor the two-wheeler. In longer races, the probability of accident to any one of the competing machines makes proper calculation impossible and the whole thing becomes a gamble on whichever machine comes through without a breakdown. Barring the specially built racing machines of from 100 to 200 horsepower, the motorcycle leads, as far as speed is concerned. Besides that it is less likely to be put out of order than the aeroplane."

"What would be the most effective manner of starting them off?" queried a young fellow who had not taken part in the discussion so far.

"Let us take the Los Angeles board track as an example," explained the bicycle enthusiast. "I'd place the bicycle on top of the slant—on the outer rim, you understand—the motorcycle in the middle, and the automobile near the 'pole'; the aeroplane would have to start directly opposite these machines. At the crack of the pistol the bicycle would scoot ahead, cut slantingly down towards the 'pole' in front of the motorcycle and automobile, before they were fairly off, and—well, then it's a case of speedy work on the pedals. Driven at the speed a bicycle is capable of under the best conditions, the other machines are beaten without a doubt."

The Littlest Girl and Littlest Bicycle.

If a littler girl than Queenie Swaddling ever rode a bicycle, her proud father, C. J. Swaddling, of Cobourg, Canada, is anxious to know who she is. He believes that



Queenie is the "littlest girl" and that she rode "the littlest bicycle." He built it himself and Queenie first rode it when she was three years old. Queenie's machine, on which she is shown in the accompanying illustration, has a 7-inch frame and 10-inch wheels, and is 14 inches high. It weighs but 8 pounds and 14 ounces, including the New Departure coaster brake with which it is equipped. Although the young lady now is seven years old, her father humorously points out that she learned to ride when she was literally in her Swaddling clothes.

Economical Casing Reinforcement.

It often is possible to secure a considerable degree of additional service from a tire casing which has outlived its usefulness by the exercise of a little ingenuity, as has been demonstrated by a motorcyclist who was not in a position to purchase a new casing at the time, and still did not wish to be deprived of the use of his machine. Having been troubled by a bad front casing which had a large split in it and which, despite a binding with tape, had blown out several times, he decided to put an end to the annoyance for the time being The aperture in the casing was large, and the latter so far gone as not to be worth repairing, so procuring a strip of rubber sheeting with fabric backing, such as is used for typewriter dust covers, he cut a strip to the proper size and, placing it inside the shoe, stitched it to the casing with a darning needle and heavy twine. The improvised blow-out patch being firmly attached to the casing greatly strengthened it at the weak spot and prevented the air pressure of the tube when inflated forcing it through the gap and causing it to burst. With an outer winding of tape as an auxiliary protecter the tire now is giving good service and looks safe for some time to come.

Weakness in the Engine Valve Caps.

In the construction of some engines where both valves are placed side by side in pockets and are enclosed by overhead caps, there lies a hidden menace which is apt to cause injury to the rider unless care is taken to avoid it. The pressure on the valve caps is quite heavy, particularly at the instant the explosion takes place, and if not tightly screwed in they are very liable to be blown out of the cylinder head as a bullet from a gun. At least one instance is known where a valve cap blew out and struck the rider in the breast, fracturing two of his ribs. The impact of the flying missile was great enough to almost cause him to fall from his machine, although the extent of the injury was not discovered until later.

Care in Replacing Block Chains.

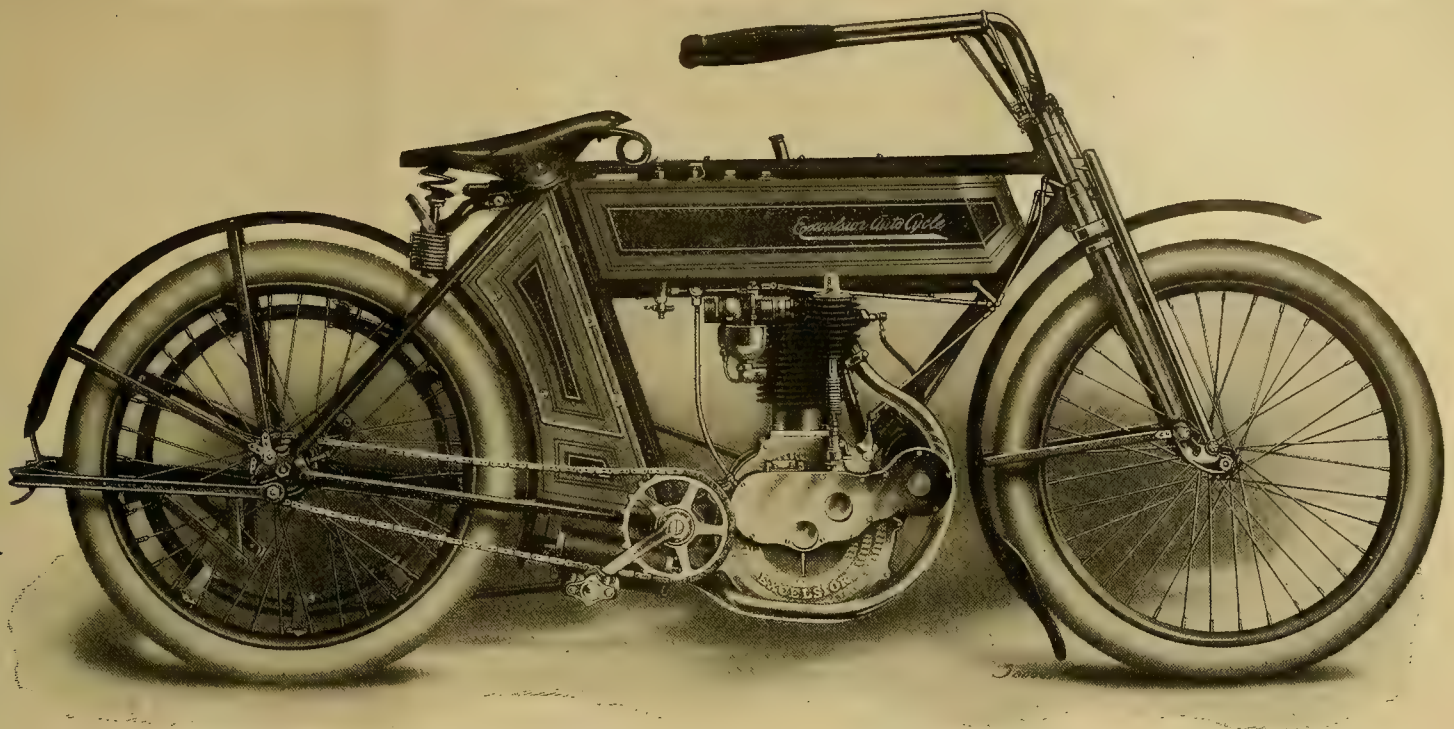
Roller chains will run in either direction and fit the sprockets equally well, but when changing around the long block chains which were fitted to the earlier motorcycles care should be taken that the chains run in the same direction, instead of opposite, as usually is the case. When a block chain is run for a while it becomes adjusted to the sprocket, and to change its direction means that the teeth will not fit the new block surfaces which come in contact with them.

Repaired Tires for Front Wheels.

It is a good practice always to work repaired inner tubes and retreaded casings on the front wheel. No matter how carefully they may have been repaired, it stands to reason that they are not as sound as new ones, and therefore they should be given the lighter tasks which the front wheel imposes, rather than being put on the rear wheel, where the driving strains come, as well as those due merely to weight.

Locating a Bothersome "Knock."

Loose transmission bearings or the slackening of a bolt on the engine base often is responsible for a noise which closely resembles a knock in the engine. The exact ailment often can be diagnosed by shaking the shaft; if it is responsible the "play" will be accompanied by a certain amount of vibration, which increases generally with the speed of the engine.



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When big road contests are held, we do not especially prepare and equip one machine for that event, but the steady, consistent service of all

EXCELSIOR AUTO-CYCLES

leads enthusiastic owners to enter in numbers confident of results. In the New York Motorcycle Club's Single and Double Century Run, on May 1st, six Excelsiors started in the 200-mile class, three Excelsiors started in the 100-mile class. All finished with Perfect Scores. At the same time, Stanley T. Kellogg and Shelton Sturges rode 330 miles in 12½ hours without an adjustment or repair of any kind.

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WHAT TO DO IN CASE OF ACCIDENT

Continued Exposition of First Aid Principles—Treatment of Fractures and Precautions to be Observed.

Were a compilation of accidents possible it doubtless would be found that in a summary of the various forms of injuries possible, fractures should be found far more numerous than any other kind of hurt. This especially is true in the case of road accidents, and it therefore follows that every rider should know how to treat a fracture, should he at any time be called upon to treat such an ailment.

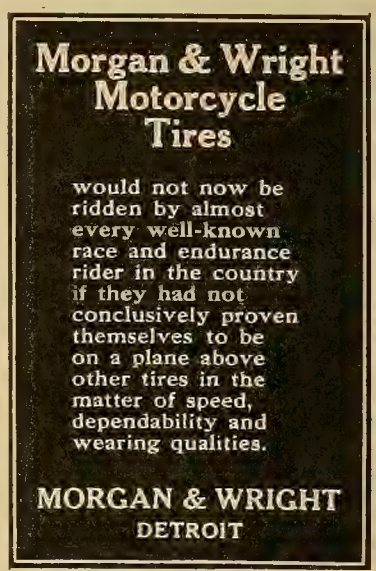
To properly construct a bandage is the most important essential in the treatment of fractures, and this knowledge is called into requisition more often in the case of fractures than in any of the various forms of injuries that have been described in previous issues.

Fractures.

Briefly described, a fracture is a breaking or solution of continuity in a bone, and the general classification of fractures are simple, compound, comminuted, multiple and complicated. In a simple fracture, the bone is broken into two fragments, but does not protrude through the surrounding muscular tissue, the skin being uninjured. In a compound fracture the bone is exposed to or communicates with the air by a wound of the soft structures. In a comminuted fracture the bone is broken or crushed into a number of pieces at the same point, and communicate with one another. In a multiple fracture the bone is broken into a number of pieces, but at different parts of the bone, and do not communicate with one another. In a complicated fracture there is, in addition to the breaking of a bone, an injury to some important adjacent structure, resulting from the fracture, as blood vessels, nerves or joints.

A fracture is either complete or incomplete. A complete fracture is the usual variety, and involves the entire separating or loss of continuity of the bone. An incomplete fracture does not involve the entire separation of bone, and frequently occurs in children, owing to the elasticity of the bone in early life, and has received the name "green-stick" fracture. The direction in which the bone is broken is indicated by the terms transverse, oblique and longitudinal. An impacted fracture occurs when the broken ends of the bone are driven into each other, and remain thus fixed.

The signs and symptoms of fracture are: Deformity, abnormal or increased mobility, or, as it is sometimes called, false point of motion; bony crepitus, pain, loss of function and subsequent swelling and discoloration of the injured part. The deformity is caused by the displacement of the ends of the broken bone, as the result of the violence causing the injury; also the muscular contraction at the affected part, and attempted movement on the part of the patient, which causes a shortening and change in the direction of the limb, and considerably deformity at the seat of injury. The deformity, as a rule, is not particularly apparent in impacted fractures. Abnormal mobility is the result of the solution of continuity or break in the bone, producing a "false point of motion," which is detected while manipulating the part. Crepitus is caused by the rubbing together of the ends of the broken bone, and, when detected, is a positive sign of fracture. It is absent in impacted fracture, and also where muscle or other tissue have fallen between the ends



of the bone; consequently, an absence of crepitus does not necessarily mean an absence of fracture. Pain is caused by the contact of the fragments of the broken bone with the adjacent structures, also the strong muscular contraction that occurs at the seat of injury. More or less heat, redness and discoloration of the part may or may not be present. Loss of function is the inability on the part of the patient to make use of the injured limb. The swelling and discoloration are due to the subcutaneous escape of blood and serum at the seat of fracture.

The repair, union or knitting of the bone is begun by Nature soon after the occurrence of a fracture, and is accomplished by a substance formed at the seat of injury, known as callus, which is thrown around and between the ends of the broken bone. Although soft at first, the callus gradually hardens, and at the end of varying periods, depending upon the bone injured, but not usually exceeding six weeks, the fragments are firmly united. The minute structure of callus becomes in time (about a year) similar to that of bone. Sometimes the formation of the callus is imperfect or insufficient, and the broken bone does not become united. This condition constitutes an ununited fracture. The popular belief that the pain is much greater while the knitting process is going on is absolutely without foundation.

Treatment.

The object of the surgeon in treating a fracture is simply to assist Nature. He first carefully reduces or sets the fracture—that is, he tries, as far as possible, to bring the broken ends in opposition or directly against each other, and by retaining them in position for a certain length of time by splints or some other form of support, the permanent union is effected by the callus, and the function of the part generally restored. Although it is best that a fracture be reduced and the proper dressing applied as quickly as possible, it should be remembered that the union of the fragments does not begin for some time after the injury has been received, and that a fracture may remain several days before being reduced, and be still followed by very good results; and that a frequent cause of compound fracture is the outcome of unskilful manipulation. Consequently when one not a surgeon is called upon to attend a person where a fracture is suspected, his duty consists in protecting and making immovable the injured part, and conveying the patient to a hospital, or wherever he can receive the necessary and proper treatment. However, should this be impossible, as the result of the accident having occurred where the professional services cannot be obtained for an indefinite period, an effort may then be made to reduce the fracture. but the manipulations are to be made only with the greatest care.

As a rule, the injured person should not be moved from the position in which he is found until an examination has been made as to the character of the injury. A violation of this rule is very often the cause of a compound fracture. If the injury is about the ankle or wrist, it can easily be exposed; however, if the injured part is nearer to the body, the clothing should be cut away, and not removed in the ordinary way, which would be likely to disturb the fragments and increase the suffering. The different garments need not be needlessly cut, but, if possible, ripped at the seams. If a fracture has occurred, an examination will probably show one or more of the ordinary symptoms already described. If the necessary surgical attendance can be secured within a number of hours, the splints should be applied without an attempt at reducing the fracture. Otherwise an effort in this direction is justifiable.

The reduction of a fracture consists in bringing the ends of the bone together, and is accomplished by extension and counter-extension. The term extension, when applied to the treatment of fracture, indicates the procedure whereby the broken limb below the seat of injury is pulled from the body. In counter-extension, the upper frag-

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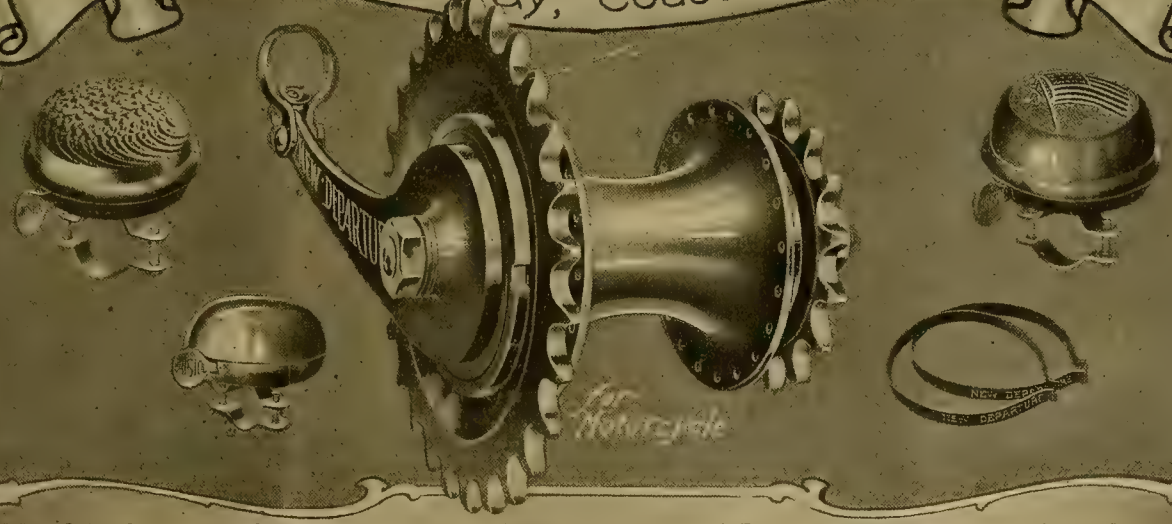


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ment, or the portion of the broken bone nearest the body, is held securely in position, or is carried in an opposite direction from the lower fragment. This manner of reducing a fracture is performed by the hands or an instrument devised for the purpose. The hands are generally used, however. The extension and counter-extension should be made in a straight line—that is, in the long axis of the broken bone.

After the seat of injury has been examined and the presence of fracture ascertained, the clothing that was previously turned aside can now be replaced and wrapped around the injury, thus affording quite a protection to it. The splint should now be applied, and the patient removed to a place where he can receive the proper treatment.

When the fracture is compound, no effort should be made to apply splints until the wound has been covered as quickly as possible with an antiseptic material or some form of clean dressing. If a blood-clot fills the wound it should under no circumstances be removed until the patient is in the hands of a surgeon. The protection of such a clot prevents the entrance of poisonous germs into the system. If a portion of the broken bone protrudes through the skin, no attempt should be made to remove it, but the dressing applied as before stated.

Splints can be made of any material which is capable of rendering the part immovable without injury to the soft tissues to which they are applied. They should be long enough to extend above and below the injury, and generally including the nearest joint, and in some cases two or three, as in a case of fracture of the thigh. Their diameter should exceed that of the limb, although this is not absolutely necessary, as a sword or cane makes a very good splint. Two splints are generally used—one for the inner side and one for the outer side of the limb. Splints should always be padded on the side next the skin, so as to prevent undue pressure and injury. After a splint has been fitted to a limb, it should be retained by the necessary bandages; they should not surround the limb at the point of fracture, nor should they be drawn so tight as to increase the suffering.

Thin boards are considered the best for splints (at least, temporary use), being light, and easily formed to suit special occasions. Other things may be used, however, with very good results. Among those which can be secured in emergencies are shingles, cigar boxes, laths, barrel staves, bark and branches of trees. Book covers, sole leather, newspapers tight wrapped, canes, umbrellas, broomsticks, straw and other such materials may also be used. A folded coat, or any article of clothing, or a pillow makes a very valuable temporary splint and pad combined, and is particularly useful in fracture of the leg.

For padding, any soft substance—cotton, oakum, furniture stuffing, straw, hay, moss, grass, leaves, etc., may be used. Bandages for retaining the splint may be formed of handkerchiefs, neckties, suspenders, strips of clothing, straps, green twigs, rope, cord, wire, etc. Care should be taken when using such things as cord or wire that the skin be well protected, so as not to cut or injure.

Fractures of the cranial bones are usually followed by symptoms of concussion or compression of the brain. A fracture occurring at the base of the skull is usually caused by a blow about the forehead or opposite the point of fracture, or by a fall from a height, the person striking on the head or upon the feet, and has, in addition, special symptoms which point directly to this form of injury—viz., an escape of blood from the nose and ear, and beneath the thin membranes covering the eye; or, what is still more positive, an escape of a colorless fluid from the ear. The patient should be placed on his back in a cool, dark room and kept perfectly quiet. Cold, in some form, should be applied to the head, to prevent excessive reaction. For the same reason, the internal use of stimulants should be avoided.

Fracture of the inferior maxilla (lower jaw). The body of the bone (the portion into which the teeth are inserted) is the usual seat of fracture, which is generally compound, having a communication with the cavity of the mouth. The deformity is shown by the irregularity of the teeth on the affected side. Crepitus, swelling, dripping of saliva, and bleeding from the mouth are also generally present. The teeth should be brought together, thus allowing the superior maxilla (upper jaw) to act as a splint. A four tailed bandage (described later) should then be applied to retain the parts in this position.

Fracture of the spinal column should be suspected when, following an injury to the back, there appears more or less paralysis below the point of injury as a result of pressure upon the spinal cord. The ordinary symptoms of fracture are not usually present nor should they be looked for, as an effort made to elicit crepitus, etc., may result in further injury to the spinal cord. The patient should be allowed to assume a position which is most agreeable to him (preferably lying down), provided he does not lie face downward. An ice bag, or some form of cold, may be applied to the seat of injury and perfect rest enjoined. If it is absolutely necessary to move the patient, care should be exercised not to allow any movement of the spine. The after treatment, which consists of efforts to adjust the fragments of the injured bone and to prevent subsequent inflammation and injury to the spine, and to reduce the paralysis, should be attended to only by the surgeon.

Fractures of the ribs are caused by direct violence as the result of a fall or blow or being subjected to severe pressure, as in a crowd or great muscular contraction. The seat of fracture is usually between the third and eighth ribs. The floating ribs (eleventh and twelfth) are rarely broken, owing to their single attachment to the vertebral column, which allows sufficient freedom whereby to escape injury. Embarrassed and shallow breathing, accompanied by a sharp or lancinating or stabbing pain at the injured part, or a "stitch in the side," is usually complained of. Crepitus is sometimes detected by placing the hand or the ear against the injured side, and then having the patient take a deep breath or cough. It is uncommon to find an external evidence of a fracture, and great care should be exercised in the examination so as not to cause greater injury. A broken rib may be followed by serious consequences, as an injury to the lung, which would be evidenced by shock, spitting of blood, and, in some cases, a crackling sensation when the hand is carried over the skin at the seat of pain, due to presence of acid under the skin. The treatment consists in limiting the action of the affected side as much as possible. This is met with by the application of bandages or adhesive plaster. A triangular bandage, folded in the form of a cravat and bound snugly about the chest, would answer for a temporary dressing. A flannel or muslin bandage about three inches wide and made to circle the chest would be much better, however. At the present time the most effective means of treating a fractured rib is by the use of adhesive plaster, applied either entirely or two-third of the way around the chest, as follows: Strips of plaster one and a half or two inches wide and sufficiently long to surround the chest are prepared. The strips are heated and then applied firmly around the chest from above downward, following as nearly as possible the course of the ribs, each strip overlapping the lower third of the preceding one. The space covered by the strips should be about eight inches in width. Or, for example, if the fracture is on the right side, the adhesive may be first applied about four inches to the left of the spinal column, and carried around the right side of the chest to about the same distance to the left of the breast bone, thus restraining the action of the injured side without materially affecting the opposite one. In the use of bandages or the plaster already described it is very important that they (especially the plaster strips) should be applied at the end of the respiration, as at this time the chest is smallest in size and the broken fragments are brought closer together. Care should be taken that the application does not seriously interfere with the breathing. This treatment may also be used in severe contusions of the chest.

Motorcycles for Game Wardens.

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RECENT PATENTS.

947,731. Apparatus for Utilizing the Force of the Wind for Propelling Cycles. Jean Couder, Toulouse, France. Filed Feb. 20, 1909. Serial No. 479,188.

1. An apparatus for utilizing the force of the wind for propelling a cycle, comprising a mast holder having one end secured to the saddle pin of the cycle and its other end located above the rear wheel, a mast mounted in said last mentioned end, upper and lower spars movably attached to said mast, a sail connected to said mast and spars, and means for manipulating the sail from a point on the frame adjacent the rider.

948,091. Variable Speed Transmission Mechanism. Harry R. Geer, Johnstown, Pa., assignor of one-half to John D. W. Snowden, Johnstown, Pa. Filed June 19, 1909. Serial No. 503,192.

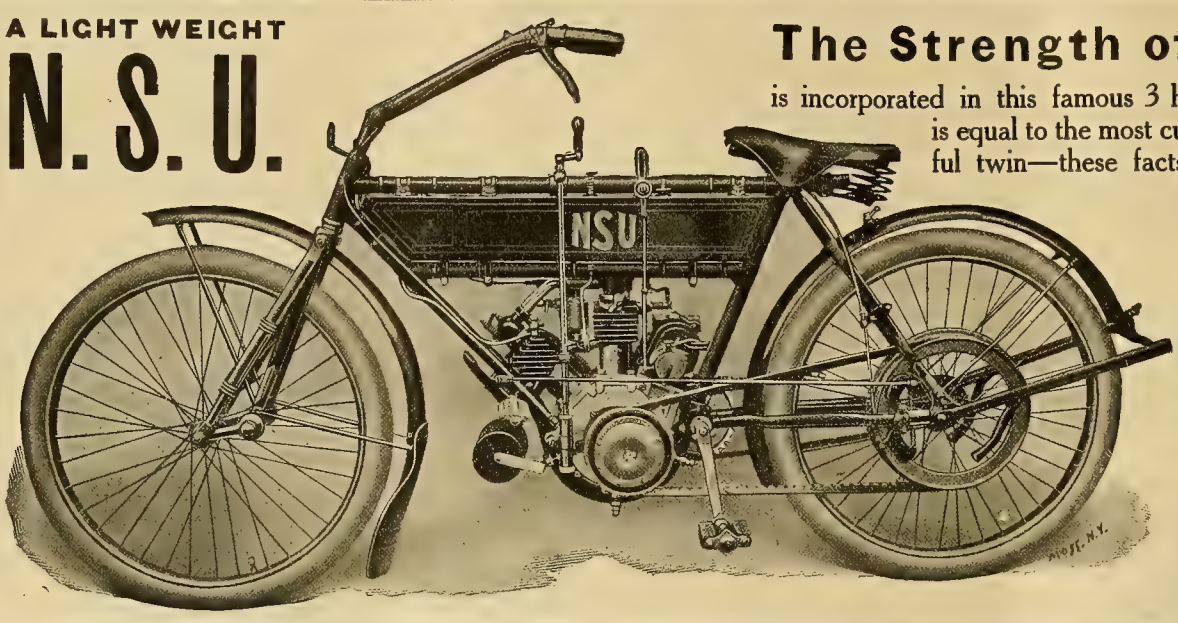
1. In a variable speed mechanism, a pair of shafts, a support for one of said shafts whereby it may be swung toward and from the other shaft, a series of disks mounted on each shaft to turn therewith, the disks of one series being adapted to enter between the disks of the other series and frictionally engage the same, and means for alining the disks when they are out of engagement.

948,181. Motorcycle Belt Tightener. Geo. H. Meiser, Chicago, Ill., assignor to Excelsior Supply Co., a corporation of Illinois. Filed April 21, 1908. Ser. No. 428,356.

1. In a motorcycle, a driving pulley, a belt thereon, an arm in the plane of the driving pulley carrying a pair of outwardly directed ball bearing members at its end, and a split pulley, each half thereof having an inwardly directed conical ball bearing member and having extensions adapted to engage one another through the said outwardly directed members, the split pulley when assembled leaving a peripheral slot between its members through which the arm projects.

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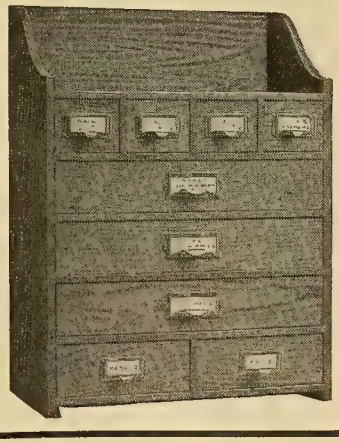


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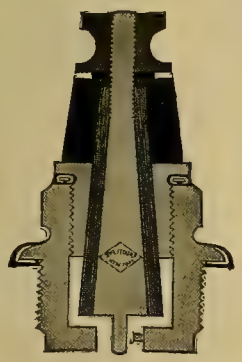
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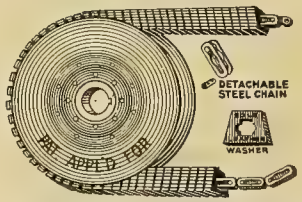
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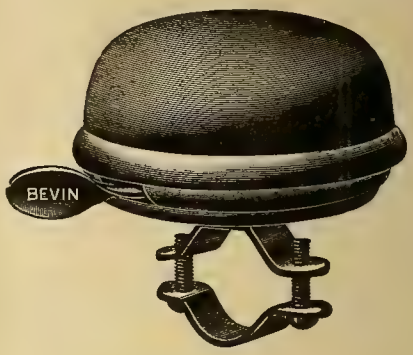
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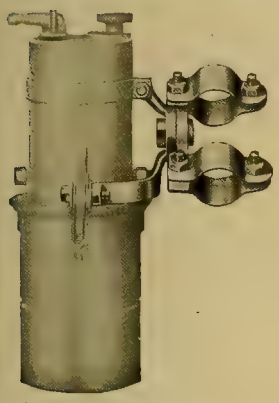
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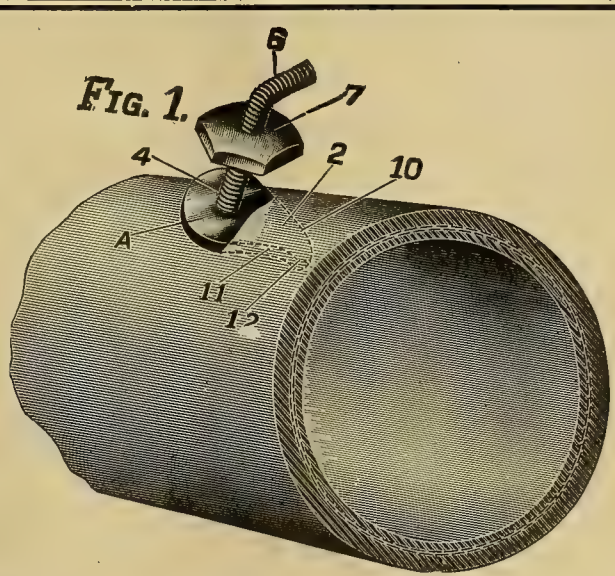
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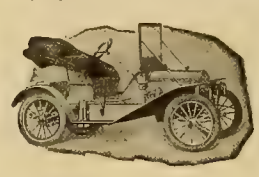
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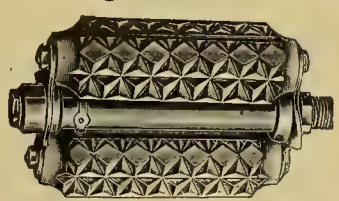
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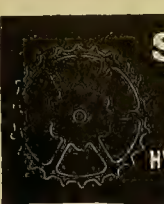
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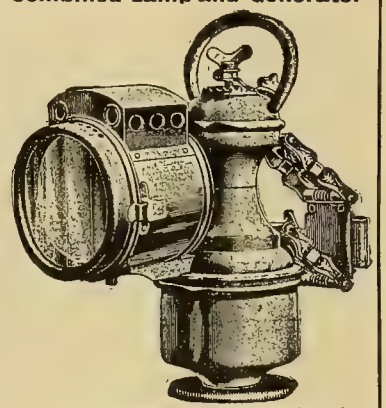
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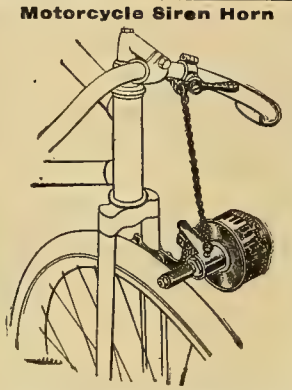
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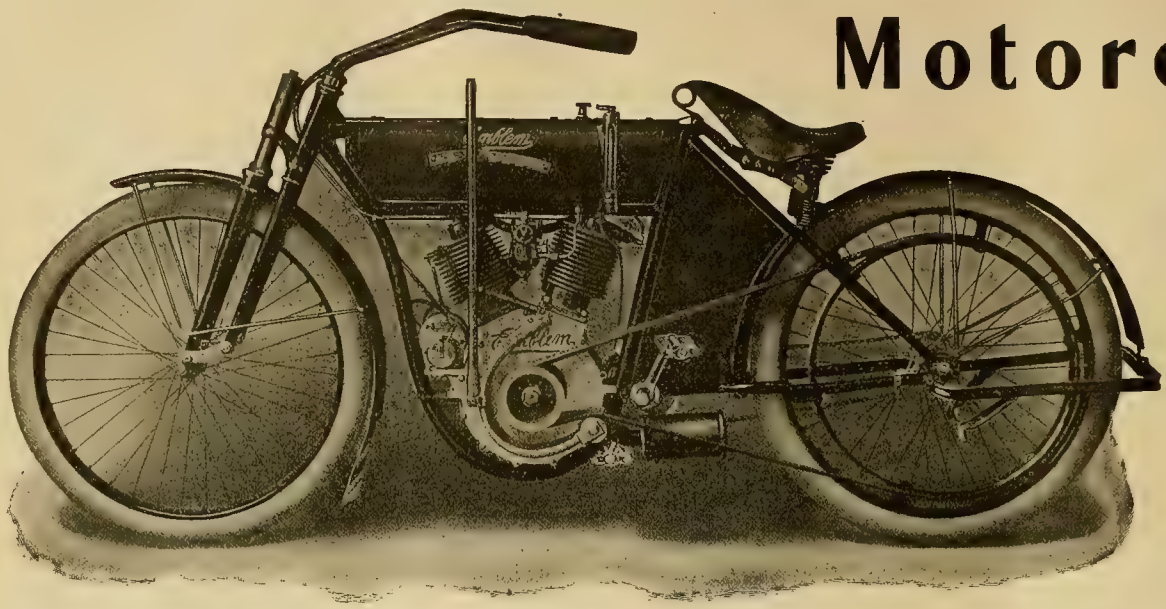
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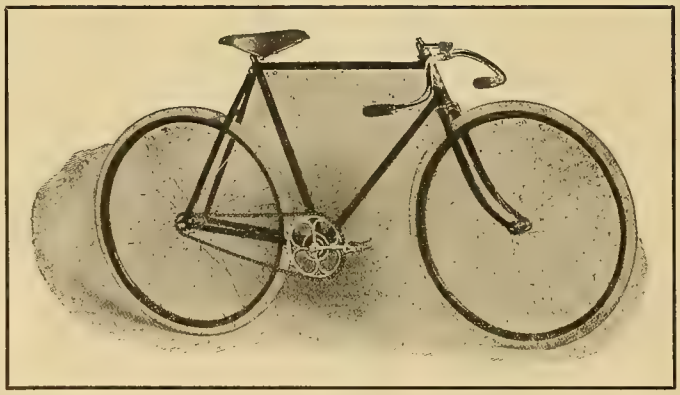
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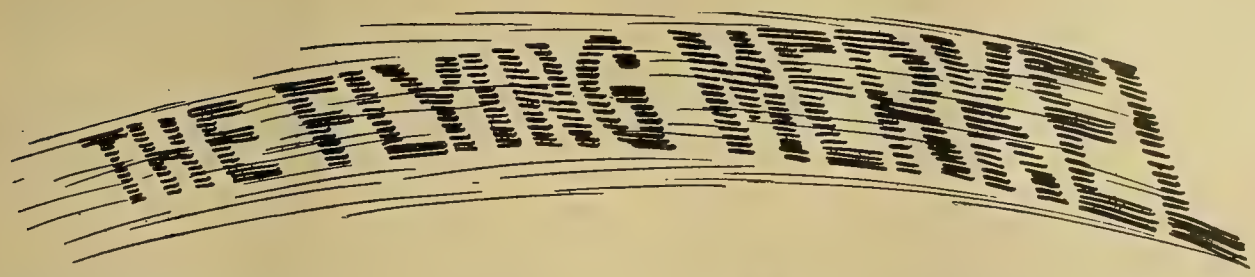
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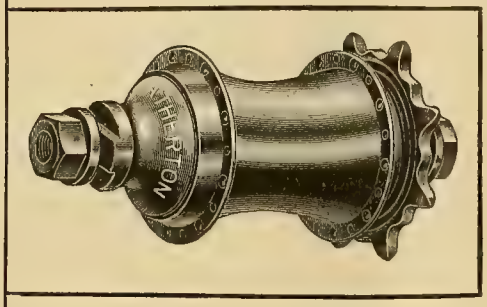
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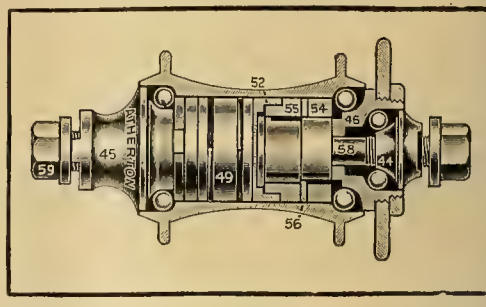
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48 Warren Street, NEW YORK

"We Believe Honesty is the ONLY Policy"

FISK *Quality*

Bicycle Tires

WE SHOULD LIKE TO HAVE A HEART TO HEART TALK with every user of bicycle tires, because no fair-minded thinking person could hear our story without becoming convinced that the claims made for our product are honest claims, that Fisk *Quality* Bicycle Tires stand for all that is Best in this equipment so vital to the cyclist.

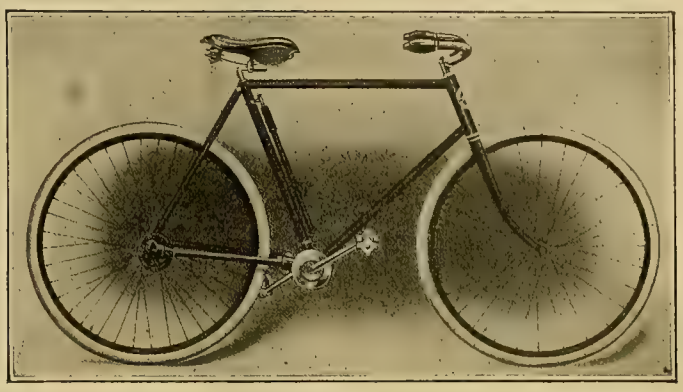
OUR STORY IS A SIMPLE ONE. WE ARE HONEST WITH THE PUBLIC, honest from the time we first purchase our rubber and fabric; honest when our workmen begin to shape them; honest in our testing and inspection through each individual stage of manufacture; honest in placing our tires in the hands of users by providing for distribution through our own branches and reputable dealers; honest in making fair adjustments when some tires, in spite of rigid inspection, show defects when put to actual road use.

We Have Proven That HONESTY IS the ONLY Policy on Which the Manufacture of Bicycle Tires Can Be Successfully Conducted to the Satisfaction of Maker and Consumer.

WRITE FOR LITERATURE ON
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COLUMBIA CHAINLESS $75.00
With Cushion Frame, Two-Speed Gear, Spring Fork and Coaster Brake $100.00

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Columbia Chainless Bicycles are for the riders who demand the very best bicycle that can be made—who are willing to pay a little higher first price for a machine that possesses perfect running qualities, that requires the least attention and costs next to nothing for upkeep. Those who ride for the love of the recreation will find no other bicycle so absolutely satisfactory in all respects. The Chainless is always ready for instant use. The bevel gears do not break, clog or entangle the clothing. There is no waste of energy, no backlash, straining or stretching of chain. There is no play or lost motion. Rain, mud or dust cannot affect the protected gears. These gears are forged from high carbon steel and improve with use.

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The great revival in cycling has brought an increased demand for chainless bicycles. Every dealer should take advantage of this opportunity to push the sale of the bicycle that combines the largest profit with the greatest satisfaction to his customers.

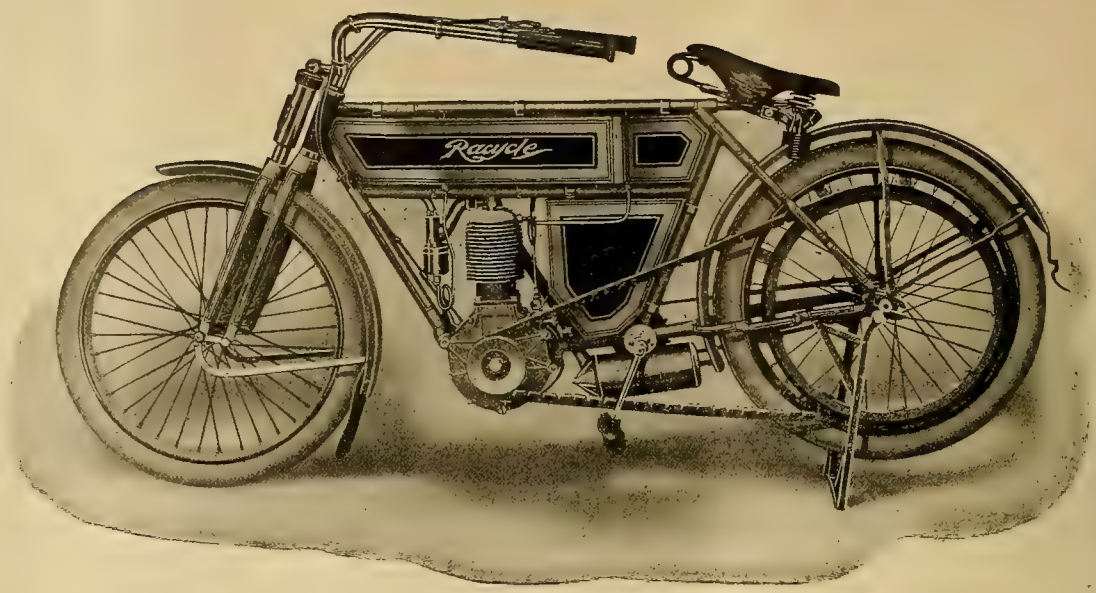
From a Columbia Chainless Rider

"I am much pleased with the wheel I received from you about two months ago, beyond doubt the finest I have ever had. The changeable gear works fine, the spring fork is excellent, and I would ask for nothing better, next to a flying machine."

THE POPE MANUFACTURING CO.
Hartford, Conn.



Four Horse



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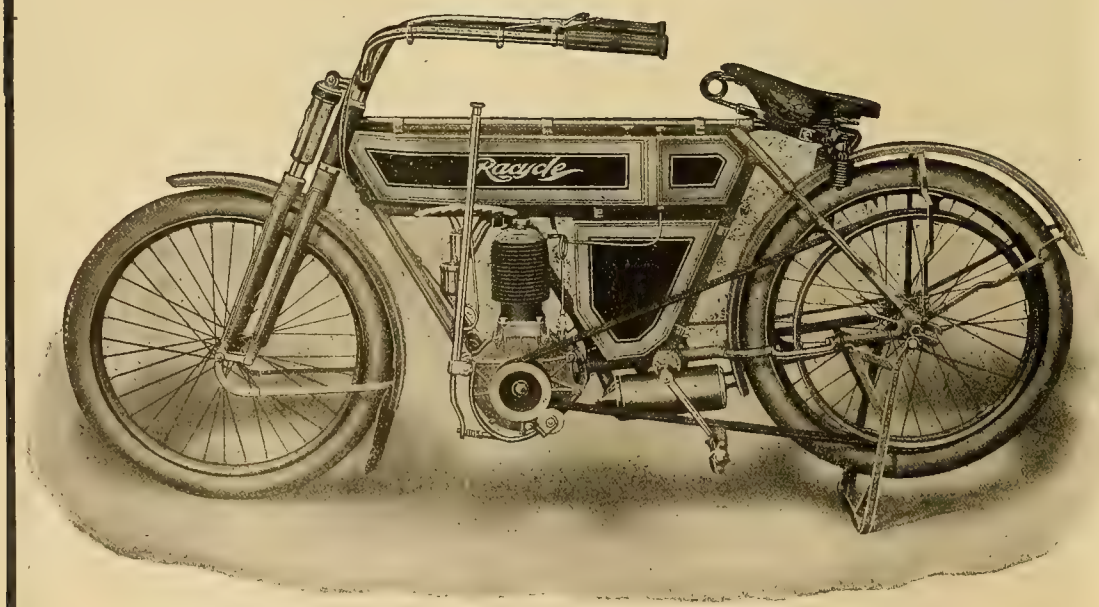
"The Motorcycle That IS a Motorcycle"

THE Racycle

"The Motorcycle That IS a Motorcycle"

If not, write to us immediately. There may be a chance for you.

THE MIAMI CYCLE & MFG. COMPANY, Middletown, Ohio



FLAT BELT MODEL

Four Horse



THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED · 1877 ·

Vol. LXI. New York, U. S. A., Saturday, June 4, 1910. No. 11

LICENSE FOR ATHERTON BRAKES

Patent Differences Between its Makers and New Departure Are Ended—Marks Termination of Litigation.

The Atherton is now a licensed coaster brake. The differences between its makers and the licensor, the New Departure Mfg. Co., were settled and all kinks smoothed out at a meeting of the licensor and the several other licensees which was held at Farmington, Conn., on Saturday, Sunday and Monday last. F. C. Atherton, the head of the Buffalo Metal Goods Co., which manufactures the Atherton coaster brake, was in attendance, and before the meeting adjourned all the necessary arrangements had been consummated and a license issued to that company.

The issuance of the license will put an end to the patent litigation in which the New Departure and the Buffalo Metal Goods companies had been engaged for a considerable period, and the settlement of the differences will in no way affect the Buffalo company's selling arrangement with the D. P. Harris Hardware Co., of New York, which, as heretofore, will continue to market the Atherton brake.

The meeting at Farmington was one of the regular sessions of the coaster brake licensees and, as usual, was largely of a social nature. The granting of a license to the Atherton people was, of course, the most important business transacted, everything else being of a routine nature. In addition to Mr. Atherton, those present were as follows: Charles Glover and Clarence A. Earl, Corbin Screw Corporation; R. D. Webster and Leonard Whittier, Eclipse Machine Co.; S. Florshiem, Aurora Automatic Machinery Co.; K. R. Jacoby, Miami Cycle & Mfg. Co.; A. F. Rockwell, De Witt Page and C. Treadwell, New Departure Mfg. Co., and F. R. Huntington, representing the arbitrator.

Changes Effected in Pennsylvania Rubber.

The Pennsylvania Rubber Co., Jeannette, Pa., has increased its capital stock from $1,500,000 to $2,000,000 and is making ready to enlarge its plant. Incidentally, Herbert DuPuy, president of the Crucible Steel Company and for years one of the most widely known men in the steel industry, has assumed the presidency of the Pennsylvania company. Seneca G. Lewis, who recently joined the company as sales manager, has been made general manager, and C. M. DuPuy, formerly sales manager, has become vice-president. H. W. DuPuy retains the office of treasurer.

New Company to Make Tires.

The Royal Rubber Co., which is one of the new rubber concerns to locate in Akron, is making ready to produce motorcycle tires. The officers of the company are O. C. Alling, New York, president: J. H. Baird, New York, vice-president and superintendent; T. O. Evans, Akron, secretary; J. C. Gibson, treasurer and general manager. Several years ago Mr. Gibson was in turn associated with Morgan & Wright and the B. F. Goodrich Co.

Burglars Make a Good Haul.

Burglars who entered the store of N. A. Bennett, Cranford, N. J., one night last week made an unusually good haul. They got away with three new bicycles, twelve lamps, $40 worth of tires and a quantity of sundries. There is no clew to the culprits.

Massachusetts Dealer Admits Bankruptcy.

Horatio B. Ruggles, doing a bicycle business on College avenue, Somerville, Mass., has gone broke. The petition in bankruptcy which he filed last week shows liabilities of $677.82 and assets of $170.

ROBIE AND METZGER MATCH WITS

While Former Seeks More Show Space, Latter Asks for More Motorcycles —A Breakfast Parley.

F. C. Robie, the head of the Excelsior Supply Co., Chicago, entertained his Detroit agent, W. E. Metzger, at breakfast in New York on Monday last. In its way, the occasion was somewhat out of the usual.

Metzger was bent on using his persuasiveness to obtain an additional supply of Excelsior motorcycles, while Robie, in his capacity as a representative of the show committee of the Motorcycle Manufacturers' Association, was similarly bent on obtaining more space and a more favored position for the motorcycle exhibits in the motorcycle section at the next Madison Square Garden automobile show in New York and was seeking to enlist Metzger's assistance to that end; for, in addition to being the owner of one of the most prosperous bicycle and motorcycle establishments in Detroit, he also is one of the chief figures in the Metzger Motor Car Mfg. Co. of that city, and as such is a member of the A. L. A. M. show committee.

The fencing match at the breakfast was, therefore, highly interesting, but whether Metzger's anxiety to obtain the much needed motorcycles induced him to promise to bring his influence to bear in favor of a greater motorcycle section at the next New York show did not become known. However, it is likely that a fair exchange was effected.

The Meads Become a Corporation.

The Mead Autocycle Co., Denver, has incorporated under the laws of that state with a capitalization of $100,000. The corporators named are Perry A., Edgar A. and Louise A. Mead.

RUBBER'S MULTIPLICITY OF USES

Demands Which go to Consume all the Available Supply—Discovered on Second Voyage of Columbus.

With rubber at nearly $3 per pound and the price still going up the situation is interesting if not discouraging. The world's total output last year was only something like 71,000 tons, and this amount is totally inadequate to meet the ever increasing demand. That being so and the fact that it takes six years to bring a rubber tree to maturity, it is obvious that the rubber boom will be maintained for a few years to come, as nature cannot be forced. In many opinions there was never a more justifiable boom. It is the old question of the demand being greater than the supply, and based, as it is, on this sound economic fact, it is obvious that for a year or so the price of raw rubber must remain at the present high figure. The output of bicycle, motorcycle and automobile tires is, of course, largely responsible for this condition.

Having regard to the extraordinary excitement in the rubber market, a brief thumb-nail history of the rise of this useful commodity might prove both timely and interesting. Some of the following facts are adduced from the Queen, an English publication:

Although known in commerce only for some 150 years, india rubber was first heard of in the second voyage of Columbus when Herrera observed that the natives of Hayti played a game with balls made "of the gum of a tree," and remarked that the balls, though large, were lighter and bounced better than the wind balls of Castile. The first time the tree yielding it was mentioned by name was in 1615, when Torquemada wrote of the "ulequahintl tree . . . which yields a white milky substance, thick and gummy," and he states that one way the Indians had of coagulating it was to smear it over the body, and rub it off when sufficiently dry. Strange to say, this antiquated method of collecting the rubber is still in use among the natives of some parts of the world —that is, so far as allowing the juice to dry on the arms, and afterwards rolling the rubber off in the shape of a ring. Even in Torquemada's time the Spaniards in America used the juice of the ule' tree to waterproof their cloaks, though the fact did not apparently attract attention in the Old World, and no rubber seems to have reached Europe until long afterwards. As a matter of history, the first accurate information concerning any of the caoutchouc trees was furnished by La Condamine, who was sent by the French Government in 1735, for other purposes, to Quito. The next researches on the subject were also made by a Frenchman, M. Fresnau, an engineer living in Guiana, in 1751, and published by the French Academy in 1755. Notwithstanding this, india rubber remained for some time unknown in England, except as a curiosity. Dr. Priestly (1733-1804), in the preface to his work on perspective, called attention to it as a novelty for erasing pencil marks, and states that it was sold in pieces ½ inch square for 3s. each. India rubber as a product of Asia was not known until 1798, and soon after Borneo and Assam rubber was traced to an Indian tree, the Ficus elastica. The industry in india rubber did not begin until the early part of the nineteenth century. By 1870, however, there were, it is computed, in Europe and America more than 150 manufactories, each employing from 400 to 500 operatives, and consuming more than ten million pounds of caoutchouc.

And as the varieties of rubber are many so are its uses manifold and ever increasing. The first impetus to its general use came in 1823 by the discovery of the macintosh waterproof coat, and the industry was further extended in 1843 by the discovery of a method of vulcanizing caoutchouc with sulphur. From this came vulcanite, ebonite, and other forms, used largely for such things as dental stoppings, stethoscopical, aural, and other instruments, speaking tubes, moulded ornaments, and even artificial oak and other imitation woods. From its being a powerful insulator of electricity, rubber is now extensively used for coating telegraph cables and telephone wires, and for other electrical purposes, whilst its use in goloshes, wading boots, gloves, sheets, hot water bottles, garden hose, door mats, silent flooring, golf, tennis, and cricket balls, toys, and other common objects of daily life is too well known to need description. What may not be so well realized by those ignorant of the industry and not interested in cycling and motoring, is the enormous quantity utilized in the manufacture of tires for wheels. It is estimated that for tires alone the present annual consumption of rubber is at least 30,000 tons, and were it less costly would unquestionably be far greater still. Rubber shoes alone absorb approximately 15,000 tons per annum, and a very large quantity of the best material goes to the making of elastic-side boots. Women know how much "elastic" is used in wearing apparel, and all readers can estimate for themselves how largely rubber enters into the commodities of daily use.

Bicycle Thief With a Record.

Four bicycles having been stolen from the establishment of Louis Vorob, 241 South Third street, Brooklyn, N. Y., two nights before, the police, on the 25th ult., arrested Harry Weiss, as the thief. When arraigned before Magistrate Harris in the Adams street court, he pleaded guilty, but when later his lawyer appeared the plea was changed to that of not guilty. The prisoner, it transpires, has other relations with the police, in that he is under indictment for second degree forgery and also was out on bail for carrying concealed weapons. His lawyer was making an appeal to Judge Wawcett in the County Court for a postponement of the forgery trial when he was informed of the arrest of Weiss for the cycle stealing. The desired postponement was not granted, and Weiss pleaded guilty to the forgery charge.

ADJUSTMENT OF THE CARBURETTER

Important Considerations that Must be Observed—How Varying Suction Affects the Operating Results.

"Adjusting" the carburetter is a favorite method of attempting to cure motor ailments by men who either fancy that they can thereby remedy some trouble due to other causes or that they can improve on the results secured by the factory. If, however, some of the tinkers and near-inventors would stop and reflect before changing the adjustment of a carburetter what effects such alterations might have, and whether they really are necessary, there undoubtedly would be less condemnation of carburetters and complaints of erratic running engines. So many important things are related to the adjustment of a carburetter that once set, the factory injunction to let it severely alone is really a conservative warning.

Before the float of a carburetter can be adjusted properly, the motorist or repairman must have several facts at his finger tips. He must be familiar with the float and its balancing mechanism, its co-operation with the needle supply valve and the relation between the float chamber and the spray nozzle. He must know the action of the gasolene on the float, and of that in turn on the needle valve, and that both are entirely free from binding. He also must know that the gasolene level maintained in the float chamber and spray nozzle is uniform, and the required level in the standpipe, in order properly to determine the float level.

Owing to the variation in suction of different motors on a given carburetter, it often happens that a slight alteration of the float level or size of the spray orifice adds greatly to the efficiency of the engine. Before attempting to alter the float level it should be ascertained whether such adjustment is necessary, for, as an example, a flooding carburetter always does not indicate want of adjustment; a grain of sand or anything which will prevent the needle valve seating will cause this ailment. Also, the float should be tested for leakage by immersion in hot water, when any puncture will be indicated by the formation of bubbles around the orifice. A fuel logged float also will cause flooding. The proper fuel level in the float chamber or spray nozzle only can be learned by experiment, or by consulting the manufacturer, and unless the operator be skilled in such work, it always is best to leave it to the factory. In the hands of a novice a carburetter is a finicky thing and the less alterations he makes the better, for by a half turn of the wrist he can undo what it may take a factory expert hours of patient trying and testing to recover.

SMALL SPROCKETS CAUSE JERKING

Scientist Discloses the Cause of the Phenomenon—Reducing the Variations in the Chain Speed.

Ordinarily it has been supposed that the action of the common chain drive is perfectly uniform, but it remained for Prof. Archibald Sharp, a well-known English scientist, who has been a voluminous writer upon cycling subjects, to point out that instead of being perfectly uniform, it is slightly irregular. The lack of uniformity in the motion of a sprocket chain is due to the fact that the effective line of action, or pitch line, is not a true circle but a polygon having a number of sides equal to the number of teeth. From this fact Prof. Sharp explains the need of using as large a driving sprocket as possible.

"If the chain wheel on the engine pulley has too small a number of teeth," he says, "the life of the chain will not be long and the chain drive may be therefore unsatisfactory. The effect of the chain-wheel having a polygonal pitch surface instead of a circular one is that as each link of the chain leaves the chain wheel there is a jerk on the drive. If we imagine the chain between the two chain wheels to be absolutely inextensible, the variation of the speed of the chain during the passage of each link can be calculated. The following table shows approximately the percentage of variation of the speed.

Number teeth on engine sprocket	Percentage of variation in speed
6	15.5
7	11.0
8	8.2
9	6.4
10	5.1
12	3.5
14	2.75
16	2.05
18	1.60
20	1.28

"Thus if we imagine the engine crank shaft to be revolving at an absolutely uniform steady speed, with a 12-tooth chain wheel on the engine shaft, driving a much larger chain wheel on the counter shaft, and with the engine speed such as to make the average linear speed of the chain 1,000 feet per minute, the rim of the chain wheel on the counter shaft has a speed varying from 982.5 to 1,017.5 feet per minute. The assumption on which the calculation is based, namely, that the chain is absolutely inextensible, is not quite in accordance with the facts.

"The chain has quite an appreciable amount of elasticity, but the figures above may be taken as giving a fair idea of the magnitude of the jerk due to chain wheels of different numbers of teeth. The jerkiness may be said to be proportioned inversely to the square of the number of teeth on the smaller chain wheel. If the engine chain wheel has 18 or 20 teeth or more, the drive may be satisfactory, but a still greater number of teeth would give sweeter running."

Britain's Motorcycle Imports and Exports.

Motorcycle manufacturers in Great Britain seem to keep just about even with the outside manufacturers in respect to the British imports and exports of machines, as the month of April shows exports of $55,980 and imports of $55,100. In the previous April the exports were $30,940 and the imports $31,870. For the four months ending with April the imports came to $179,085 in 1910 and $98,665 in 1909, while the exports amounted to $210,510 in the 1910 period and $128,920 in the corresponding period in 1909. The re-exports of foreign motorcycles and parts was $8,110 as against $33,365 in the same months last year.

Orders Five Carloads of Motorcycles.

Frank M. Jones, who for so many years has represented the Racycle on the Pacific Coast, is going strong on the new motor Racycle. He has placed an order for five carload lots, all to be shipped to his Los Angeles branch.

Pennsylvania Opens Branch in Detroit.

The Pennsylvania Rubber Co. has established a branch house in Detroit at 882 Woodward avenue. It is in charge of George E. Goble, who previously represented the company in the Middle West.

New Firm Starts in Somerville.

Uniss & Conger is the style of a new firm which has "opened up" in Somerville, N. J. They are located at 167 Main street, where they sell and repair bicycles and make a specialty of tire vulcanizing.

Two More Bicycle Stores Opened.

Henry Banta has opened a bicycle store in Westwood, N. J. S. J. Jefferies and Olin Vincent have done likewise in Pittston, Pa.

LESS EXPORT ACTIVITY IN APRIL

Gains Are Manifested in Three Geographical Divisions, but Are not General—Britishers Buy Heavily.

April, 1910, emphasized the continuous decline which has been the fate of the export bicycle trade for several years past, the figures for the month being $58,138, compared with $73,884 during April, 1909. Of this loss of $15,746, the geographical division included under Other Europe was responsible for more than 73 per cent.

Japan, which in former years was one of the best customers of the American cycle trade, has become an almost negligible factor, its imports totaling only $243 for the month. Of the eighteen geographical divisions, only three show an appreciable increase, while nine of them register considerable losses; the remaining six are practically stationary. The United Kingdom increased its purchases from $7,912 to $14,043, British North America from $6,751 to $10,223, and other Asia and Oceania from $1,921 to $5,486.

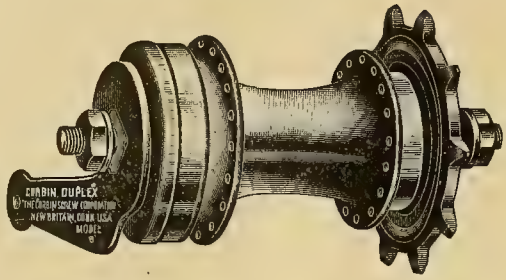
The figures for the ten months of the fiscal year ending April, 1910, naturally show the full extent of the loss. Only three of the divisions show an inclination to increase their sales, these three being the United Kingdom, from $83,087 to $96,983; British North America, from $44,847 to $57,130, and Other Asia, from $20,265 to $35,999. Ten of the countries register heavy losses, while the remaining five show neither loss nor gain. The total exports for the ten months amounted to $486,670, as compared with $615,319 in the same period of 1909, a loss of $128,649, or 20.9 per cent. The heaviest loss occurred in Other Europe, which decreased its purchases from $130,281 to $42,043. The United Kingdom now leads with $96,983; British North America is second, with $57,130; Mexico third, with $47,363; British Australasia fourth, with $46,879, and Other Europe fifth with $42,043. The record in detail:

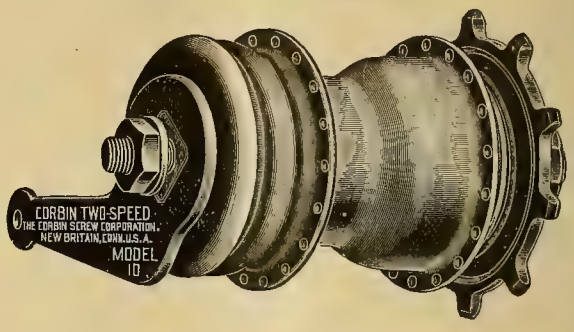
Cycles and parts of— Exported to—	April 1909	April 1910	Ten months ending April 1908	Ten months ending April 1909	Ten months ending April 1910
United Kingdom	$7,912	$14,043	$83,486	$83,087	$96,983
Belgium	6,769	1,772	21,447	30,924	10,971
France	1,092	99	21,975	26,557	1,572
Germany	5,286	1,408	25,929	19,766	11,035
Italy	1,104	712	25,382	18,496	16,437
Netherlands	2,646	3,468	25,392	29,828	27,267
Other Europe	15,188	3,691	62,802	130,281	42,043
British North America	6,751	10,223	50,861	44,847	57,130
Mexico	4,480	4,181	81,385	47,057	47,363
Cuba	2,860	2,641	36,050	17,330	22,628
Other West Indies and Bermuda	1,712	820	21,764	12,677	11,532
Argentina	1,781	660	12,539	15,775	14,592
Brazil	697	1,494	6,744	4,606	5,147
Other South America	388	1,205	13,654	8,137	9,980
Japan	7,350	243	81,039	49,613	16,317
British Australasia	5,533	4,061	82,098	49,770	46,879
Other Asia and Oceania	1,921	5,486	12,980	20,265	35,999
Other countries	414	1,931	7,460	6,303	12,795
Totals	$73,884	$58,138	$672,987	$615,319	$486,670

Corbin Brakes for Everybody

They afford the bicyclist the choice of

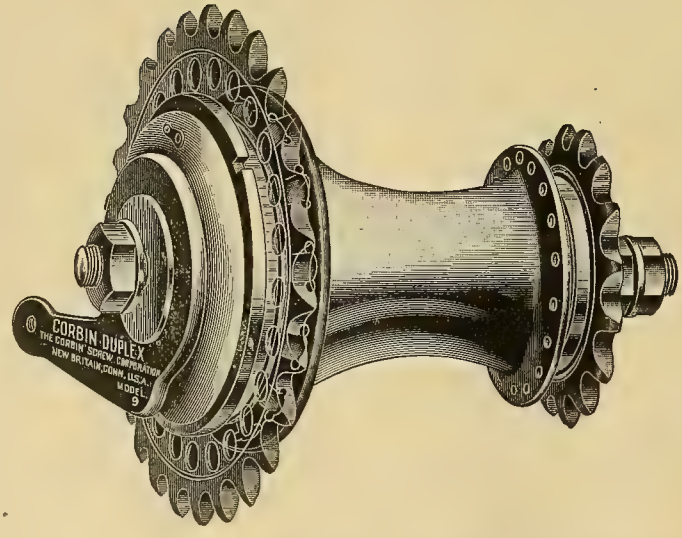
Single Speed or Two-Speed

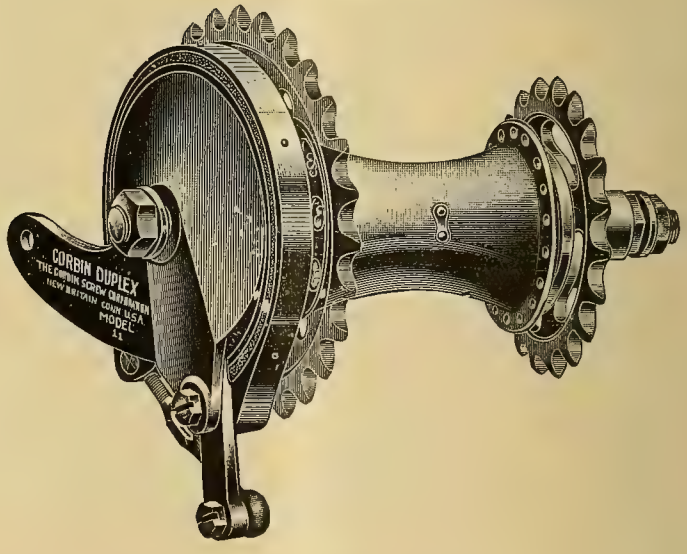




They afford the motorcyclist the choice of

Internal Expanding or Back-Pedaling Band





The dealer who pushes the sale of Corbins therefore has so many strings to his bow that he can interest all manner of purchasers. His opportunity for sales is doubled.

CORBIN SCREW CORPORATION, New Britain, Conn.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JUNE 4, 1910.

"Enclosed please find check for renewal of my subscription for the 'good old' Bicycling World. Notwithstanding the fact that the Consolidated Motorcyclists each week have a copy on the table of their reading rooms here, I feel the need of one on my own desk. The Spring Number certainly was a work of art. Accept congratulations." —F. S. Morse, Keene, N. H., Secretary Eastern District F. A. M.

Demand for More Clearance.

Although it may disturb the complacency of bicycle designers and manufacturers, a correspondent suggests that it might prove a happy idea did they themselves try cycling for a period in districts that are far removed from the zone of cycle paths and city pavements, and where the rain falls occasionally; he thinks they then might learn at first hand of at least one important particular in which their machines can be improved—the need for greater clearance between the tires and the forks, to prevent stoppage by mud clogging.

The necessity for such greater clearance is very real indeed in a great part of the territory where bicycles are used, and at a time when several makers are producing new models designed especially for utilitarian and commercial service, the point deserves attention. There are bicycles which are rendered practically useless on very muddy roads, for no other reason than that the mud gathers and binds against the tires in the exceedingly limited space in the forks.

In protesting against the small clearance ordinarily provided, our correspondent indicates the happy results that have followed because of his wisdom in ordering his bicycle built with quarter of an inch clearance. He uses 1⅜ inch tires and obtains the added comfort they afford, but despite the larger size, he experiences none of the old difficulties which beset him in the past when he was obliged to ride on muddy roads.

"Why bicycles for road use are built with so little clearance," he says, "has never been explained. Out here ample clearance is so necessary that I know riders who have had repairmen bend the frames and forks of their machines to get it, and they find it well worth the trouble and expense."

It would seem that no practical objections to greater clearance can be brought forward, for the necessary increase is less than half an inch. The close setting which now obtains may have a basis in slightly improved appearance, but this consideration should have little or no weight against the removal of a serious service objection.

Settlement of N. C. A.-F. A. M. Squall.

It was inevitable that the Federation of American Motorcyclists would have to recede from the position in which it had been placed by the chairman of its competition committee in relation to the National Cycling Association. As the Bicycling World stated at the time the issue arose, the attitude of refusing sanctions for occasional motorcycle races on five, six and eight lap bicycle tracks in the East, after sanctioning entire racemeets on eight lap tracks in the West, was too illogical and too inconsistent to be successfully maintained.

It is not strange, therefore, that when the Bicycling World turned on the light, and facing his own illogic and also a determined stand on the part of the N. C. A., the F. A. M. official lost no time in emulating the famous don't-shoot-I'll-come-down coon. Perhaps it is natural that he should seek to "save his face" and let himself down as gently as possible, but there is no reason why, having come down, any effort should be made to befog the issue. The F. A. M. chairman dearly loves to write letters; he reels them off by the ream on the slightest provocation, and he sincerely admires their every word, or nearly every word, anyway. He is glad to have them—some of them—printed, and he usually finds someone willing to print them.

Apparently he now is anxious that it be made appear that the Providence track and the Providence Motorcycle Club, which protested against his action, constituted the issue involved, for his publishers have printed at least some of his letters to the Providence clubmen. They show the chairman to be an almost tearful humanitarian and the publishers applaud him to the echo and rasp those who dared criticise his inconsistent action.

"The whole matter has been thrown into the cauldron of discussion as the result of an application made by the Providence club for a sanction to run a racemeet on the eight lap bicycle board track in that city," say the chairman's zealous publishers, who then give space to his "humanitarian" communications to the Providence officials which disclose chiefly keen anxiety to shift the blame in case accident should occur. Unfortunately, however, the chairman's defender is shy of facts. The "matter was thrown into the cauldron" by an application for a number of sanctions for an occasional race, not racemeets, made by the manager of the five tracks constituting the N. C. A. eastern circuit; and the application was filed only because of the firm insistance of a former official of the F. A. M., who happens to retain regard for cycle racing also. It was in reply to this application that the chairman advised the track manager that "the competition committee has decided (a mis-statement in itself) not to issue sanctions for small tracks on account of the danger," supplementing this information with the further statement that "unless you have some tracks that I know nothing about, it will be impossible for us to issue sanction for motorcycle racing on any of the small bicycle tracks in the neighborhood of New York, and in the East generally."

Apparently the F. A. M. chairman did not supply this letter to his publishers and he "overlooked" also the communication addressed to him by the N. C. A. chairman, which grew out of it, and which caused him to "come down," while still protesting his humanitarian motives and seeking to shift the responsibility for possible eventualities. The action of the Providence club had practically nothing to do with the af-

fair or with the attitude of the N. C. A.; it was a mere incidental and wholly unlooked for. It is greatly to be feared that the F. A. M. official is not playing wholly on the level even with those who print his official correspondence—or part of it—whenever it is offered.

Humanitarian motives—the desire to prevent accident and to save life and limb—are very laudable, but to be effective they must be backed by consistency, sincerity and determination and not by mere desire to shift responsibility. That sort of thing will not prevent a single spill. Accidents will occur on even the best of tracks, and there is no doubt that there is considerable hazard in motorcycle racing on small tracks and that it must be controlled and restricted. The Bicycling World never has held to the contrary. But no chairman of the F. A. M. nor of any other body must ask an intelligent public to believe that such racing is safer on eight lap tracks in Denver and in the West generally than it is on similar and even larger tracks "in the neighborhood of New York and in the East generally." He cannot sanction such racing in one part of the country and refuse it in another part and expect many people to believe that he is sincere and his action worthy of defense, except by publishers or partisans who are blessed with such peculiar gifts that they are able to find consistency in it. And when the alleged "decision of the competition committee" is swept aside in a twinkling and the "impossibility" of May transformed into the actuality of June, it is not easy to spare the resulting grins.

By the way, the publisher of the F. A. M. chairman's latest budget of correspondence, is the same who printed the "confessions of a well-known private owner," who admitted to a career of miserably unsportsmanlike fraud and fakery. As a believer in fine motives and the possessor of the only correct mental operations, it doubtless will be necessary only to remark the fact to induce him to supply the private owner's name and thus assist the chairman in doing his duty and in ridding the sport of the faker. As, since the trade rider class was established, but one "well known private owner" ever has joined it, his identity is clear to all who wish to see it, but as the chairman's sight appears dulled, surely his advisers should be willing to "lead him to it," even if the leading does reach to his personal friend.

COMING EVENTS

June 4, Hartford, Conn.—Eastern District, Federation of American Motorcyclists' summer meeting, at 8 p. m.

June 5, Palisade Park, N. J.—Manhattan Racing Association's racemeet at Guttenberg mile dirt track; open.

June 5, New York City.—Concourse Motorcycle Club's third annual spring run to Savin Rock, Conn., and return; open.

June 5, New York City—Eastern Division, Century Road Club Association's 12th annual spring century run; open.

June 7, New Haven, Conn.—Yale Automobile Club's hillclimb at Shingle hill; motorcycle events open.

June 11-12, St. Louis, Mo.—St. Louis Cycling Club's annual Pike County Tour.

June 12, Long Island City, N. Y.—Long Island Motorcycle Club's 150 miles spring run to Patchogue and return; open.

June 12, New York City.—Iver Johnson Wheelmen's first annual century run on Long Island; open.

June 18, Plainfield, N. J.—Motorcycle racemeet at Plainfield Driving Club's half mile track; open.

June 19, Valley Stream, N. Y.—Century Road Club of America, New York State Division's 50 miles handicap road race; open.

July 2, 3 and 4, New York City, N. Y.—Harlem Motorcycle Club's 266-miles run to Atlantic City and return; open.

July 3, Jersey City, N. J.—National Road Club's run to Seaside, Rockaway, N. Y.; open.

July 4, Rochester, N. Y.—Rochester Motorcycle Club's racemeet at Crittenden Park track; open.

July 4, Grand Rapids, Mich.—Western Michigan Cycle Club's road race; open.

July 4, La Salle, Ill.—Illinois Valley Motorcycle Club's racemeet at Driving Park track; open.

July 23-August 1, New York City—Century Road Club of America's first annual voyage and tour of the Bermuda Islands.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

August 11-15, Philadelphia, Pa.—Annual meet Federation of American Motorcyclists.

September 11, Valley Stream, N. Y.—Century Road Club Association's annual 100 miles record run; open.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

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Illuminating the Speedometer.

On the principle that a speedometer which is readable at night is just twice as useful as one that is readable during the hours of daylight only, and recognizing the advantage of being able to know the speed of motor cars by night as well as by day in order to accurately determine whether or not the speed limit is being exceeded, a Brooklyn (N. Y.) motorcycle policeman has fitted his instrument with a tiny electric bulb connected to a small dry battery, and which illuminates the metal dial while the contact spring is depressed. The arrangement is easily applied at small cost and is well worth while, for not only is speed indicated, but where an odometer attachment is included and oiling is by hand pump it enables the rider to keep tabs on his lubrication without having to guess the distance traveled since last oiling, or dismount and scratch matches to read the cyclometer on the front axle. From any large electrical store can be obtained a small bulb and reflector of suitable size, which can be mounted on a slender bracket attached to the outer cup of the meter. In the toolbox which usually is carried on the top bar can be safely stowed so that it will not be damaged by tools a small dry battery such as is used in pocket flash lights. The equipment is completed with the stringing of a pair of fine insulated wires from the battery to the lamp, with a cutout switch in the line, operating by finger pressure as on a pocket light. The batteries are inexpensive, and with intermittent use will give several thousand flashes ordinarily, but a steady light can be obtained if desired by fastening the switch so that the circuit remains closed.

One Cause of Magneto Trouble.

If the magneto is too plentifully lubricated, or a poor grade of oil used which has a tendency to gum, there is some chance that the high tension brush or brushes, which bear upon the slip ring, may become clogged and fail to make proper contact. Poor and erratic sparks will result and sometimes misfiring.

ENDURANCE ROUTE LENGTHENED

F. A. M. Course Now Meets Official Requirements and Will Provide Fine Test —Will Include Three States.

Since the announcement in last week's Bicycling World of the proposed route of the annual endurance contest which will precede the eighth annual meet of the Federation of American Motorcyclists, August 11-14, inclusive, with Philadelphia, Pa., as the venue, the route materially has been changed.

At first it was announced that the contest would start from the headquarters of the Century Motor Club, at 1606 Broad street, in Philadelphia, under whose auspices the meet is being promulgated, the first day's journey—Monday, August 8—taking the contestants to Reading, Pa. The second day's travel was to have been to Port Jervis, N. Y., and the final stage back to the Quaker City. As the entire distance amounted only to about 345 miles the Bicycling World pointed out that under the rules a run cannot be classed an endurance contest unless the day's running averages at least 150 miles, and to comply with the rules the route has been altered. W. A. Ennis, treasurer of the F. A. M. Meet Club, in a letter to the Bicycling World, states that the itinerary now is as follows:

Monday, August 8—Start from the Century Motor Club, Philadelphia, to Reading, Allentown, Easton, Delaware Water Gap and Stroudsburg (150 miles).

Tuesday, August 9—Stroudsburg, Pa., to Port Jervis, N. Y., Middletown, around Greenwood Lake, and down northern New Jersey to Newark (175 miles).

Wednesday, August 10—Newark, N. J., to Red Bank, Long Branch, Point Pleasant, Lakewood and finish at Philadelphia (175 miles).

This new route makes plain that the forthcoming contest will be an endurance run in every sense of the word. The first two days will take the riders over hills and hills and hills and with many windings and much excellent surface, but the final stage will be over the nearly level roads of New Jersey. The rules and schedule, and the designation of controls, has not, of course, yet been fixed.

The meet proper will begin on Thursday, August 11th, and the program for the remainder of the week and Sunday, does not differ from the announcement last week. The business metings will be held on Thursday and Friday mornings, while runs are provided for those not keenly interested in the administration affairs of the F. A. M. There will be a run to historical Valley Forge Thursday afternon, and an entertainment in the evening. On Friday evening a run to Willow Grove is arranged, and a run to the League Island navy yard the following morning, with another run to Atlantic City on Sunday.

Tire Trouble Undoes Indians in Big Race.

The Collier brothers—H. A. and C. R.—who make and ride the Matchless J. A. P. motorcycles, duplicated previous performances by winning the famous Tourist Trophy race, held in the Isle of Man, Thursday last, May 26th, according to cable dispatches, complete mail reports not yet being forthcoming. The Indian motorcycles had tough luck. The cablegram received at the factory in Springfield, Mass., told the story, briefly, but expressively. It read: "Lost race. Rotten inner tubes." In the hill climbing contest held the following day, however, the Indians showed they were not lacking in speed by romping away with four firsts and two seconds.

Rain Postpones Poughkeepsie Racemeet.

Like several other Eastern motorcycle racemeets which were scheduled for Decoration Day, the Poughkeepsie (N. Y.) Motorcycle Club's meet, which was billed at the Hudson River Driving Park for Monday afternoon, 30th ult., was postponed on account of rain, a severe electrical storm coming up shortly after noon and continuing for two hours. While no new date has been selected yet, Saturday, June 11th, is being tentatively considered. The track, a one mile dirt oval, was fast and the numerous entries promised a good afternoon's sport had the storm held off.

Two Tradesmen Refuse Club Offices.

For the purpose of acting on the resignation of R. A. Pickens, president, and Walter Ruff, vice-president, a special meeting of the Dallas (Tex.) Motorcycle Club was held last week. Pickens and Ruff thought their connection with the trade made it desirable that they should not hold positions in the club. The members thought otherwise, but finally were prevailed upon to elect Ernest Guillmet president and George Huter vice-president, to fill the unexpired terms of the resignees.

Injured Motorcyclist Will Recover.

Milton Levy, the New York motorcyclist who was injured at the Ryle Park meet at Paterson, N. J., on May 14th, will recover, according to a report from Paterson. Levy ran into the fence and sustained a fractured skull. He was removed to St. Joseph's Hospital, where a successful operation to remove a blood clot from the brain was performed. It is stated that his mind has entirely cleared and he will be discharged from the hospital in a short time.

Hendricks Starts to Girdle Globe.

LeRoy Hendricks, the 18-year-old son of Mayor A. R. Hendricks of Sterling, Ill., left that city last week for a motorcycle trip around the world. Young Hendricks expects to make his living painting signs en route.

N. C. A.-F. A. M. SQUALL PASSES

F. A. M. Chairman Reverses His Untenable Attitude and Peace Reigns—Sanctions Issued for the N. C. A. Tracks.

There will be no rupture of the relations or termination of the alliance existing between the National Cycling Association and the Federation of American Motorcyclists. The strained situation which arose because of the action of the chairman of the F. A. M. competition committee in refusing to issue sanctions for motorcycle races on the bicycle tracks in the Eastern circuit has been relieved in the only manner in which relief was possible. The chairman has reversed himself and will not only issue sanctions for races on bicycle tracks but already has done so.

He has sanctioned a race on the Providence track and another on the track at New Haven, despite the fact that when John M. Chapman, manager of those and the other tracks constituting the N. C. A. Eastern circuit, applied for sanctions he refused them on the ground that the "competition committee has decided not to issue sanctions for small tracks on account of the danger." "I fear, therefore," he added, in his official communication containing the announcement, "unless you have some tracks that I know nothing about it will be impossible for us to issue sanctions for motorcycle races on any of the small bicycle tracks in the neighborhood of New York, and in the East generally."

As sanctions were issued last year for racing on these courses, and as during all of the present spring motorcycle racing on two 8-lap tracks in Denver had been officially permitted, Manager Chapman was nonplussed by the inconsistent attitude. He called the matter to the attention of R. F. Kelsey, chairman of the N. C. A. Board of Control, and last week that gentleman officially brought the situation to the notice of the F. A. M. chairman. In diplomatic language, Kelsey's letter practically repeated the words of his interview in the Bicycling World of the 22d ult., and was to the effect that in justice to its franchise holders the N. C. A. could not be party to such discrimination, and that as the tracks were not more dangerous this year than was the case last year it did not seem that just ground existed for refusals of sanctions. Mr. Kelsey added that the N. C. A. was anxious to observe the F. A. M. rules and work in harmony with it, but intimated very politely that, with or without F. A. M. sanctions, motorcycle races would occur on the tracks constituting the Eastern bicycle circuit. He said he was as anxious as anyone to prevent accidents, but that he naturally was unable to give a guarantee that none would occur.

Despite the fact that in his letter to Man-

ager Chapman he had stated that "the competition committee had decided not to issue such sanctions," and that it therefore would be "impossible" to do so, the chairman of the F. A. M. competition committee lost no time in letting himself down as gently as possible. In reply to Mr. Kelsey he stated that sanctions would be issued and that he was anxious only to prevent accident, and to that end suggested that a limit be placed on the horsepower of the machines which might be used, which is exactly the state of affairs that obtained last year and is the view with which Mr. Kelsey always has been in agreement. The granting of sanctions for a race at Providence, and for another at New Haven, promptly followed.

Meanwhile, and after the issue has been settled, the Rhode Island Motorcycle Club, of Providence, has locked horns with the Providence Motorcycle Club, the executive committee of which previously had adopted a resolution of protest against the action of the F. A. M. chairman in refusing sanction for races on the new Providence track. The Rhode Island club is composed largely of former members of the Providence organization, and no great love is lost between the two. W. L. Medhurst, its secretary, writes that at the last meeting of the club "it was voted to uphold the decision of the chairman of the competition committee in not granting a sanction for motorcycle racing on the local track" and "that they condemn the track as unsafe for motorcycle racing, and that no man on our racing team, as much as they enjoy the sport, would wish to risk their lives upon it." The Rhode Islanders further showed their teeth to their local rivals by borrowing from the language of the latter's resolution of protest and stating, "We, the members of the R. I. M. C., feel that it is much better, as far as this bicycle track is concerned, that activities be upset now than after a number of accidents have occurred," and concludes by stating that their members hope that "the F. A. M. competition committee will stand by its decision and not grant sanctions for any motorcycle events except exhibition riding on the track in question."

Accidents Cause Racemeet's Abandonment.

In tryouts preparatory to motorcycle races which were to have been held at the Interstate Fair Grounds, La Crosse, Wis., on the following day, E. Frank Munn and William Hilton received injuries in separate accidents on the 29th ult. Munn, riding a twin cylinder machine, fell, sustaining a broken arm and collar bone. About ten minutes later Hilton tore through the fence, when negotiating a turn at speed. He was seriously injured in the back, and at the hospital his condition was considered extremely grave. Because of the accidents the program of events which was to have been decided on Decoration Day was called off.

DENVER HAS THREE ROAD RACES

Trainer First in 25 Miles Cyclists' Handicap—Amateurs Beat Professional Motorcyclists' Time for 112 Miles.

Decoration Day was a notable occasion for both bicycle and motorcycle riders of Denver, Col., and vicinity, for on Monday last the Times of that city, which last year showed a renewal of interest in bicycle racing by promoting a big marathon bicycle race, the first contest of the sort ever held, conducted two praiseworthy events. The bicycle race was a 25 miles handicap and the motorcycle race—in two divisions—went 112 miles.

The arrangements made by the Denver Times were as perfect as could be desired, and 5,000 persons lined both sides of the street when the bicycle race was started at 9 a. m. Forty riders started, the five limit men having 8 minutes' start, while the 2-minute division was the nearest to scratch. The honor-markers were J. E. Moberly, R. H. Lee, William Watson, E. A. Green, Eddie Williams and W. L. Fredericks.

In order to apprise the spectators who lined the course for two miles, the Times caused a big bomb to be exploded when the bicyclists started, and the same happened when the motorcyclists got away an hour later. When the riders reached the outskirts of the city on the return trip two bombs were exploded.

The day was perfect, and the riders took advantage of it to set a sizzling pace. The winner was James E. Trainer, a special delivery boy in the postoffice, who started with an allowance of three minutes. He covered the course in 1:17.30, while Watson, the scratch man who finished second, covered the course in 1:14.55.

In order to avoid confusion, the motorcycle riders were started in two divisions, the professionals leaving at 8 a. m., while the amateurs made their departure a half hour later. The course was to Littleton, Col., and return, a distance of 112 miles. The starters in the amateur class were Walter W. Whiting, George Luby, S. W. Wunderle and Andrew J. Heil, Harley-Davidson; D. E. Casady, John Vigna, Geo. Clayton, Geo. E. Holt and Jesse E. Holt, Indian; L. E. Bowen, Perry Mead and David J. Buchanan, Excelsior; Charles E. Ferguson, Merkel, and J. O. Jackson, Racycle. In the professional category were Earl Armstrong, G. R. Boyd, George Wiley and D. C. Kirkpatrick, Indian; W. B. Glasser, R-S.; H. C. Wolter, Thor; Joe Wolter and John Albright, Merkel, and Fred W. Gribnaw, N. S. U. All the professionals were mounted on twin cylinder machines.

There were no mishaps at the start and few on the road. Walter Whiting, one of the amateurs, was the real surprise of the race. He was off first at the start and, with the exception of a few minutes, was never headed throughout the long grind. That once was when, in order to avoid a wagon, he swung his machine into a ditch at Evans. Although painfully bruised, he remounted and finished the race first. Whiting covered the distance in 3 hours 22 minutes 45½ seconds. Wunderle, who also rode a Harley-Davidson, won second prize in the amateur class.

The real surprise was that Whiting, Wunderle and Mead, the last-named on an Excelsior, not only were able to better the time made by the professionals, but were able to do it with singles, while the professionals rode twins. The professional race was won by Joe Wolter, whose time was 3:32.38. The summaries follow:

25 miles bicycle handicap—Won by Jas. E. Trainer (3:00), 1:17.30; second, William H. Watson (scratch), 1:14.55; third, Ray E. Talcott (4:30), 1:20:02. Time prize winner—Watson; second, M. L. Fredericks.

112 miles motorcycle, amateur—Won by Walter W. Whiting, Harley-Davidson, 3:32.55; second, S. W. Wunderle, Harley-Davidson, 3:25.23; third, Perry Meade, Excelsior, 3:27.58; fourth, L. F. Brown, Excelsior, 3:48.58.

112 miles motorcycle, professional—Won by Joe Wolter, Merkel, 3:32.38; second, W. B. Glasser, R-S., 3:33.00; third, Earl Armstrong, Indian, 4:09.28; fourth, John Albright, Merkel, 4:10.00.

Sunday Results at Denver Track.

Fast time and exciting finishes marked the opening of the reconstructed three laps motorcycle track at the Tuilleries Garden, Denver, Col., on Sunday afternoon last, 29th ult. The old track has been considerably improved and although the surface is dirt it is banked to an angle of 30 degrees. As soon as the earth settles the surface will be treated to a coat of pure tar. A grandstand now is being erected, which will seat 2,500 spectators, so they will not be compelled to stand, as always has been the case. Honors were well divided at the meeting, Cassidy winning twice, and Wolters, Boyd and Armstrong once each. The summaries:

Five miles single stock machines, amateur—Won by Cassidy. Time, 7.18⅘.

Five miles twins, professional—Won by Wolters; second, Brager; third, Albright. Time, 6:41⅕.

Five miles singles, professional—Won by Boyd; second, Albright. Time, 6:06⅕.

Five miles open amateur—Won by Cassidy. Time, 7:02.

Five miles free-for-all, professional—Won by Armstrong; second, Wolters. Time, 5:31⅕.

Fort Erie Meet Postponed.

Rain caused a postponement of the Buffalo Motorcycle Club's racemeet at Fort Erie track on Decoration Day. The same program will be held today (Saturday).

HUYCK AGAIN IN THE LIMELIGHT

Emerges from Retirement for a "Clean-up" —His Spectacular Fall—Two Days of Racing at Chicago.

After being in retirement for some time Fred Huyck, the Chicago crack, came out of his shell on Sunday and Monday last, May 29th and 30th, long enough to show that the sobriquet "Cleanup Fred" is deserved. Huyck appeared as the stellar attraction at the two days' meet held on the Hawthorne mile dirt track, Chicago, Ill., and he proved that all the preliminary advertising of him had not been in vain.

Huyck practically was the entire show. He won every event in which he was entered save one, and in that a nasty fall alone prevented him from finishing and probably duplicating his previous performances. The little Chicago trade rider entered in 9 races and finished first in 8; the other event was the one in which he fell.

Although it largely was a Huyckfest, several of the other riders came in for a share of attention. In the two events for riders of Excelsior machines J. P. Mahoney won the prize in both races, and Tom Hoffman, on a Harley-Davidson, one of the events for private owners, while Archie McCollum finished first in the event for members of the Chicago M. C. Wallace Davis and L. Galitzki, Indians, accounted for the two events for members of the North Shore M. C. J. A. Turner, the Merkel crack, won the 10 miles free-for-all on Decoration Day.

The meeting was very successful throughout and no accidents marred the sport on either day. On Sunday, the 29th, a crowd of 3,000 persons journeyed out to Hawthorne course, while on Monday the attendance was estimated at 4,000, the largest crowd that ever has witnessed an exclusive motorcycle meet in Illinois.

First Day—May 29th.

In the open events Sunday there was nothing to it but Huyck. The best time of the afternoon was scored in the 5 miles for machines up to the limit of 61 cubic inches, and in this event the young Chicagoan established a record for the Hawthorne course. He covered the distance in 4:47⅘ and lapped every one of his opponents. In the 25 miles free-for-all Huyck duplicated his performance, only his margin was 3½ miles on his nearest opponent. The most interesting part of the 25 miles was the fight for second place between Turner on a Merkel and Jenkins, an Indian pilot. Turner won the place by less than 50 yards. Ware, Thor, was put out of the running with a punctured tire, and almost ran into the fence, but kept his head and stopped his machine.

In the private owners event, which was won by Hoffman, Harley-Davidson, George Johnson, similarly mounted, fell on the back stretch. At first it was thought he was seriously injured, but later it was found that his injuries were nothing more serious than a severe shaking up. The summaries:

Five miles handicap, North Shore M. C. members, 61 cubic inches—Won by Wallace Davis, Indian; second, L. Galitzi, Indian; third, A. H. Crocker, Thor. Time, 5:32⅖.

Ten miles free-for-all, 61 cubic inches—Won by Fred Huyck, Indian; second, J. A. Turner, Merkel; third, Charles Jenkins, Indian. Time, 9:45.

Five miles for Excelsior machines, 30½ cubic inches—Won by J. P. Mahoney; second, W. Staudt; third, J. Boninsky. Time, 6:52.

Five miles free-for-all, 30½ cubic inches—Won by Fred Huyck, Indian; second, Charles Jenkins, Indian; third, A. H. Crocker, Thor. Time, 5.36.

Five miles for private owners, 30½ cubic inches—Won by Tom Hoffman, Harley-Davidson; second, William Walsh, Harley-Davidson; third, R. H. Ware, Thor. Time, 6:34.

Five miles free-for-all, 61 cubic inches—Won by Fred Huyck, Indian; second, L. Galitzki, Indian; third, A. H. Crocker, Thor. Time, 4:47⅘.

Ten miles free-for-all, 30½ cubic inches—Won by Fred Huyck, Indian; second, Charles Jenkins, Indian; third, T. H. Crocker, Thor. Time, 12:16⅖.

Twenty-five miles free-for-all, 61 cubic inches—Won by Fred Huyck, Indian; second, J. A. Turner, Merkel; third, Charles Jenkins, Indian; fourth, S. H. Crocker, Thor. Time, 24:01⅖.

Second Day—May 30th.

The most spectacular feature of the second day's racing was Huyck's fall in the 10 miles free-for-all handicap. Huyck started from the honor mark and he went so fast that the first mile was covered in 58 seconds, unusually tall traveling from a standing start. In the second mile Huyck rode like a whirlwind and was fast overhauling his opponents when his rear tire collapsed. The unfortunate rider plunged into the fence and was catapulted through the air for a distance of 20 feet. The spectators expected to see him picked up dead, but Huyck was up and smiling without a scratch to mar his rosy cheeks. That the accident did not lessen his nerve was shown in the following event when he won the 5 miles "Illinois State championship" by covering the five laps in 4:49⅘. After Huyck's mishap, Turner had an easy victory in the 10 miles event.

In the event for members of the Chicago M. C. Archie McCollum, on a Thor, defeated M. Ketchum, Harley-Davidson, R. Underhill finishing third. Galitzki, one of the Indian tribe, finished first in the race for members of the promoting club.

Huyck gave another fine exhibition in the 10 miles free-for-all machines up to the limit in piston displacement. He never shut off once during the perilous skids around the curves, and the result was that he finished the 10 miles in 9:16⅘, a record for that track. He won another free-for-all in the same class and the 10 miles for singles. The summaries:

Five miles handicap, North Shore M. C. members, 30½ cubic inches—Won by L. Galitzki, Indian (scratch); second, R. H. Ware, Thor (½ mile); third, A. H. Crocker, Thor (½ mile). Time, 6:09⅖.

Ten miles free-for-all, 30½ cubic inches—Won by Fred Huyck, Indian; second, L. Galitzki, Indian; third, Charles Jenkins, Indian. Time, 11:55⅗.

Five miles for Excelsior machines, 30½ cubic inches—Won by J. P. Mahoney; second, R. P. Lepper; third, M. Schuley. Time, 6:39.

Ten miles free-for-all, 61 cubic inches—Won by Fred Huyck, Indian; second, C. S. Hinckley, Indian; third, Charles Jenkins, Indian. Time, 9:16⅘.

Ten miles handicap, 61 cubic inches—Won by J. A. Turner, Merkel; second, A. H. Crocker, Thor; third, J. Beck, Harley-Davidson. Time, 10:09⅘.

Five miles "Illinois State championship," 61 cubic inches—Won by Fred Huyck, Indian; second, C. S. Hinckley, Indian; third, A. H. Crocker, Thor. Time, 4:49⅘.

Five miles, Chicago M. C. Members, 30½ cubic inches—Won by Archie McCollum, Thor; second, M. Ketchum, Harley-Davidson; third, R. Underhill, Harley-Davidson. Time, 6:15⅖.

Ten miles free-for-all, 61 cubic inches—Won by Fred Huyck, Indian; second, C. S. Hinckley, Indian; third, A. H. Crocker, Thor. Time, 9:50⅗.

Binghamton Cards Two Events.

Two motorcycle races proved the most interesting features of the Binghamton (N. Y.) Amateur Athletic Association's mixed meet at the Stow Park track in that city on Decoration Day afternoon. E. J. Morse, Indian, won the five miles for twins, the race between him and H. Ives, Reliance, being close all the way. L. B. Day, Indian, was third. Time, 7:22. In the event for singles John Barlalo, of Syracuse, who rode a Harley-Davidson, ran away from the field. He twice lapped W. B. Hemstrought, 2¾ Merkel-Light, and put one ring around George Barkham, Reliance. Time, 7:37.

Louisville Motorcyclists Organize.

The Louisville (Ky.) Motorcycle Club, whose process of formation has been in action for some time, has become an actuality. With a membership of 50 the club was launched successfully on May 26th, with the following officers: President, E. M. Hughes; vice-president, A. L. Ray; secretary, Charles Baumaster; treasurer, R. L. Davis; directors, Peter Kline, L. W. Thompson and R. O. Rubel.

SAN ANTONIO HAS TWO DAYS MEET

Four Riders Each Take Three of the Twelve Motorcycle Events—Huser Suffers Serious Injury.

But for a lamentable accident on the second day the two days' racemeet of the San Antonio (Tex.) Motorcycle Club on the three-quarters mile fair grounds track near that city on Sunday and Monday last, May 29 and 30th, would have been one of the most successful affairs ever held in the south. The racing was spirited throughout and the honors were evenly divided, Rex and K. G. Wickwire, on Indians, won six races, while Leoloff and Huser captured the same number of firsts on Thors.

The accident which brought the meet to a sudden termination on Decoration Day occurred in the fifth race. Huser was leading Wickwire by a narrow margin, both riders going at the rate of a mile a minute, when Huser's rear wheel skidded and caused him to fall heavily to the track. He was considerably cut about the face and was carried home unconscious, where he was found to be suffering from concussion of the brain. His recovery is doubtful, as he had not recovered consciousness late on Tuesday, when the last reports were received. The summaries:

First Day—May 29th.

Three miles, twins—Won by Otto Leoloff, Thor. Time, 3:56.

Three miles, singles—Won by Rex Wickwire, Indian; second, Otto Leoloff, Thor; third, K. G. Wickwire, Indian. Time, 3.47.

Six miles, twins—Won by Rex Wickwire, Indian; second, Carl Huser, Thor; third, Otto Leoloff, Thor. Time, 7:12⅖.

Unlimited pursuit, singles—Won by K. G. Wickwire, Indian; second, Rex Wickwire, Indian. Distance, 9 miles. Time, 12:04.

Three miles handicap, open—Won by Otto Leoloff, Thor (0:20); second, Rex Wickwire, Indian (0:50). Time, 4:11⅕.

Unlimited pursuit, twins—Won by Rex Wickwire, Indian. Distance, 4½ miles. Time, 6.02.

Six miles, club members—Won by Rex Wickwire, Indian; second, Carl Huser, Thor. Time, 7:03.

Six miles match—Won by Carl Huser, Thor; second, Rex Wickwire, Indian. Time, 7:10.

Second Day—May 30th.

Nine Miles, twins—Won by Carl Huser, Thor; second, Rex Wickwire, Indian. Time, 10:09⅗.

Nine miles, singles—Won by Otto Leoloff, Thor; second, Rex Wickwire, Indian; third, E. R. Norberry, Excelsior. Time, 10:51⅗.

Six miles, singles—Won by Otto Leoloff, Thor; second, E. Dickerson, Thor. Time, 7:41⅘.

Three miles, apple-eating novelty—Won by Otto Leoloff, Thor; second, O. B. Smith, Indian. Time, not announced.

Unsanctioned Climb at Bridgeport.

For competing in an unsanctioned event at the Bridgeport (Conn.) automobile hill-climb on Snake hill, Fairfield, on Decoration Day Peter Cox of New Haven and George Wildman of Bridgeport, who, as the only contestants, naturally won their classes, paid the penalty of such infraction of the F. A. M. rules by automatically suspending themselves by their action. Wildman, mounted on an Indian, won the single cylinder class in 1.16⅕, and Cox, on a machine of similar make, annexed the prize in the twin class with an ascent in 1.13⅖. No others started. Although where mixed events are held, motorcycles usually outstrip their four-wheeled brethren, this occasion was an exception. Despite the numerous tortuous turns on the course, which justify its name, the hill, which is about seven-tenths of a mile long, has an excellent surface.

Schuster Scores at Valley Stream.

Joseph Schuster, a member of the Century Road Club Association, won the 25 miles road race promoted by the Superior Wheelmen and held at Valley Stream, N. Y., on Sunday last, 29th ult. Gerardo Orlando was second, Umberto Rovero third and R. Stone fourth. The other riders finished in the following order; E. Stone, John DeBruyn, Louis Marino, Guido Clerici, Pasquale Damiano, J. Conroy, E. Rovere, Henry Blanda, Vito Anania and Henry Temple. The time was not announced. There were 45 starters, about half that number finishing.

CYCLISTS COMPETE AT LONG BRANCH

Local Club Cards Seven Well Contended Numbers—Borden Annexes Three —Heidrich the Runner-up.

Long Branch—one of the most popular New Jersey seashore resorts—came to life on Decoration Day and held some bicycle races. The rejuvenated Long Branch Bicycle Club was responsible for the meet, which attracted several thousand persons. The events were run off on Bath, Westwood, Norwood and Brighton avenues, which were closed to the public. There was a spill in one of the events, but only one rider was hurt and his injuries were not serious. Richard Borden, a local crack, won three of the seven events, and P. C. Heidrich scored two firsts. in the short race. Forrest Green, president of the Long Branch City Council, officiated as referee. The summaries:



WILDMAN WINNING HIS CLASS AT BRIDGEPORT'S UNSANCTIONED MEET

Three-quarters mile scratch—Won by R. Borden; second, E. Wardell; third, Oakley Hance. Time, 1:23.

One-half mile scratch—Won by P. C. Heidrich; second, James Dean; third, J. Johnson. Time, 1:05.

One-quarter mile scratch—Won by P. C. Heidrich; second, James Dean; third, E. Berghoff. Time, 0:31⅖.

Six miles handicap—Won by R. Borden; second, H. Huhn; third, F. Miller. Time, 19:28.

One-half mile scratch—Won by Oakley Hance; second, J. Beebee; third, E. Wardell. Time, 1:07.

Two miles scratch—Won by R. Borden; second, A. Griffin; third, F. Miller. Time, 6:29⅖.

One hundred yards slow race—Won by A. Heiles; second, W. Lackey. Time, 4:57.

TEN WIN GOLD MEDALS IN JERSEY

Manufacturers' Team Prize Goes to Indians in 343 Miles Endurance Run—New Yorkers Win Club Prize.

According to the revised score results which were issued late this week, and which slightly alter the original announcements, 10 of the 50 starters in the New Jersey Motorcycle Club's third annual endurance run of 343 miles around the mosquito state on Sunday and Monday, May 29-30, completed the run with perfect scores and will receive gold medals. Silver medals were offered for those who finished with scores between 980-999 points, and 7 qualified in this division. The third class awards, bronze medals for those who scored from 950 to 980 points, had nine claimants, making 26 medal winners in all, or 52 per cent. of the starters.

There was exceedingly close competition for the bronze plaque offered for the manufacturers' team making the best score, and the Indian trio, Ray Pascall, W. H. Spear and Harvey Snyder, won the trophy by less than 1 per cent. after a hot struggle, their total score being 2,983 out of a possible 3,000 points, a percentage of 99.43. Second honors went to the Yale contingent, George Riechey, Harold Nichols and George Frost, who made an exceptionally strong bid for the trophy and lost it by less than 1 per cent., with a total score of 2,968 points or 98.93 per cent. The only team to consist of 4 men—either 3 or 4 being permitted by the rules—was the Merkel quartet, J. F. McLaughlin, H. B. Lyon, Edward Buffum and Carl Bush, and they finished third with 3,944 points, or 98.60 per cent. The Excelsior team, Stanley Kellogg, Shelton Sturges and Arthur Klages, was fourth with 2,955 points, a percentage of 98.50. The individual scores of the team members are given in the table.

In anticipation that there would be several perfect scores at the regular controls, two secret controls were established—the first at Washington, N. J., on the first day, and the other at Munroe, N. Y., on the second—to break any posssble tie for the silver cup offered for the most consistent performance. How the Fates sometimes upset the calculations of man well was illustrated in this class, when Harry Mapp of New York, on an Indian, who was conceded, generally, to have a sure grip on the cup up to the time of his mishap, was put out of the running when 5 miles from Newark, the final control on the second day, by his stand becoming mysteriously entangled in his rear wheel and ripping out nearly all the spokes.

The penalties inflicted at the secret controls—two points per minute early, and one point per minute late—did not operate against the medal awards, which were based on the performances at the regular controls and the hillclimb at Cushmall hill on the second day. Harold Nichols of West New Brighton, N. Y., and a member of the Yale team, again brought honor to that machine by winning the consistency cup with a score of 975 points. He lost 22 points for early arrival at the first secret control and 3 points for late arrival at the second one. Nichols' closest rival for the trophy was George Fawcett, 5 Vindec, and P. W. Stevens. Stevens was third. As special prizes for club members there were offered two pairs of Diamond motorcycle tires, and after much discussion it was decided to divide them among the four private owners who made perfect scores, viz.: P. W. Stevens, Stevens; George Fawcett, Vindec; H. E. Hill, Indian, and L. H. Guterman, Indian. The consolation prize, a pair of goggles, went to Andrew Boschen, Merkel, who had the lowest score of the 33 survivors, 914 points. Mrs. G. B. Hoover of Belleville, who rode an Indian, and was the only lady on the run, finished, and receives the special gold medal offered to lady survivors. The president's cup, offered to the club having the most riders in the run, was won by the New York club with 11 representatives.



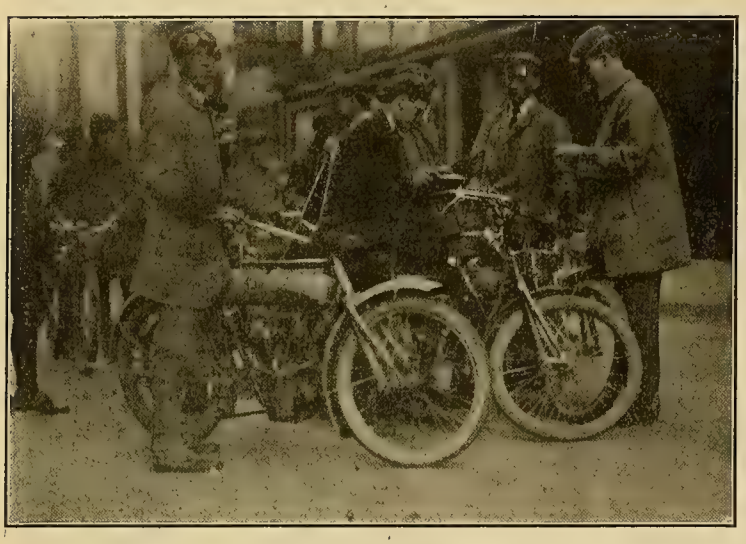
SCENE AT THE START IN NEWARK SUNDAY MORNING

At 6 o'clock Sunday morning, 29th, the riders were sent away in squads of four from the club quarters in Newark, on the first day's run of 184½ miles to Phillipsburg, according to the schedule but which one rider claims was 200 miles by his odometer. Checking stations were located at Asbury Park and Trenton, as well as at Phillipsburg, where the machines were left over night, while the riders crossed the Delaware river and put up in Easton, Pa. This arrangement made it unnecessary for the contestants to take out Pennsylvania licenses. The first to retire was G. Kirchoff, N. S. U., who experienced carburetter and magneto trouble soon after starting and gave up the contest.

Howard Morris, Curtiss, fell outside Trenton and dislocated his knee, which was sufficient to retire him, and Oscar Smith, Indian, quit after reaching Phillipsburg. The roads were good for the most part and the riders were able to make good time, but this advantage was more than

offset by the incompleteness of the route maps, which caused many to frequently get off the beaten path and wander for several miles before again striking the right trail.

Sunday proved a Waterloo for several on account of the bad roads and heavy rain, which together with the formidable Cushmall hill near Singac vanquished many. An amusing incident occurred near Greenwood Lake when the riders suddenly dropped off a fine stretch of macadam, and found themselves floundering about in black slimy ooze. The transformation came so unexpectedly that few were able to save themselves, and one rider plunged in so vigorously that he brought up with his front wheel in the waters of the lake.





TWO GROUPS OF STARTERS IN THE NEW JERSEY MOTORCYCLE CLUB'S ENDURANCE RUN

After this stretch was passed, Monroe soon loomed up, and while expecting to find the control in the center of the town, the riders suddenly came upon it on the outskirts where it had been shifted without previous notice. This change caused several to be penalized for early arrival. At Monroe the heavy rain which fell in the central section of the state, caught the riders and drenched those who were not prepared with ponchos, but after riding a few miles the riders got out of the rain belt.

At Suffern, N. Y., the riders again lost their way and several went miles off the course before getting back on it. Arrows had been posted in some places, while in others the printed instructions had to be relied on, supplemented by verbal inquiry from the natives. The second day's run officially was 158 miles, but some riders disagree and claim that on this occasion the course was 10 miles short, and that adhering to the schedule of 17 miles per hour was a difficult task in view of the uncertain mileage. Some of those who were penalized claim that they lost points by the changing of the location of the Monroe control from the center to the outskirts of the town without advance notice, and by the uncertain road directing.

Two of the contestants were mixed up in automobile accidents, but both fortunately escaped serious injury. L. H. Guterman, New York, was struck by a car near Clinton, N. J., on Sunday, and thrown. His rear wheel was badly smashed but he effected temporary repairs and reached Phillipsburg, where he procured another. Coming into Newark Monday, George Riechey, Yale, turned into the curb to avoid a collision with an automobile. He escaped with a few bruises but his machine was badly used up.

The medal winners are the following:

Gold Medals—Perfect Scores.

George Fawcett, N. J. M. C., 5 Vindec; P. W. Stevens, N. J. M. C., 7 Stevens; Howard Hill, N. J. M. C., 5 Indian; J. F. McLaughlin, N. Y. M. C., 6 Merkel; Edward Buffum, N. Y. M. C., 7 Merkel; Roy Pascall, N. J. M. C., 5 Indian; Earle S. Eckel, Washington, N. J., 7 Indian; L. H. Guterman, Harlem M. C., 5 Indian; Harold Nichols, West New Brighton, N. Y., 6½ Yale; W. R. Spear, Paterson, N. J., 5 Indian.

Silver Medals—999 to 980 Points.

H. B. Lyons, N. Y. M. C., 6 Merkel, 994 points; George Riechey, N. J. M. C., 3½ Yale, 993 points; S. E. Sturges, Bridgeport, Conn., 4 Excelsior, 990 points; Arthur C. Klages, L. I. M. C., 3½ Excelsior, 990 points; R. S. Gray, N. Y. M. C., 6 N. S. U., 990 points; B. J. Huerlander, N. J. M. C., 3½ Excelsior, 990 points; Harvey Snyder, N. J. M. C., 5 Indian, 983 points.

Bronze Medals—979 to 950 Points.

R. J. Black, N. J. M. C., 5 Indian, 975 points; George Frost, N. J. M. C., 6½ Yale, 975 points; Stanley T. Kellogg, N. Y. M. C., 4 Excelsior, 975 points; P. M. Bohsen, N. J. M. C., 5 Indian, 973 points; Arthur Krieger, N. J. M. C., 4 Harley-Davidson, 973 points; A. Bartsch, N. Y. M. C., 6 N. S. U., 972 points; Charles J. Hendrickson, Middletown, N. J., 4 Excelsior, 970 points; Lloyd B. Taylor, Middletown, N. J., 4 Excelsior, 957 points; Carl Bush, N. J. M. C., 6 Merkel, 950 points.

The other survivors were Charles Ruck, New Brunswick, 7 R. S.; Andrew Boschen, N. J. M. C., 4 Merkel; Arthur Leslie, New York, 5 Indian; A. A. Lane, New York, 7 M. M.; Charles J. Davis, Curtiss M. C., Brooklyn, 6 Curtiss; G. B. Hoover, Belleville, N. J., 5 Indian.

Giordano Wins Twice at Linden.

One of the most enjoyable outings held in some time was the 50 miles pleasure trip organized by the Columbia Road Club of Jersey City, N. J., and held on Sunday last, 29th ult., with Plainfield, N. J., as the destination. About 100 riders took part in the outing. On the return trip the riders stopped at Linden, where three races were held. Following are the results:

Five miles scratch—Won by Tony Giordano, C. R. C., 15:38; second, Frank MacMillan, C. R. C. of A., 15:40; third, William Wyckoff, C. R. C., 15:45.

One-half mile novelty—Won by Tom Lockhart, Courier C. C., 2:00; second, Fred McIntyre, C. R. C., 2:01.

One mile scratch—Won by Tony Giordano, C. R. C., 2:30; second, Frank MacMillan, C. R. C. of A., 2:31.

What the Challengers Meant to Say.

Franklin Fisher, of the Empire City Wheelmen, Brooklyn, N. Y., who, on behalf of himself, Carl Ericson and H. R. Brown, issued a challenge to race any three man team of bona fide amateurs, received a shock when the defi, which was printed in the Bicycling World, was promptly taken up by two other teams. Fisher says he never was so foolish as to believe that the Empire City trio could cope with three men picked from various organizations. What he meant his challenge to convey was an offer to meet a team from any other one club, and this offer, he says, still holds good.

N. C. A. Eastern Circuit in Full Swing

At Clifton, May 29th.

George Wiley, ex-messenger boy from Syracuse, N. Y., showed sufficient speed in his match race at the Clifton (N. J.) Stadium Sunday afternoon last, 29th ult., to defeate Menus Bedell and Charles Vanoni in the paced feature of the regular weekly meet.

Wiley had Carl Ruden as his pacemaker and Turville was in front for Bedell, while Schultz steered the machine for Vanoni. Wiley showed great form and led at 12 miles, with an advantage of two laps over Bedell. After this Bedell became stronger as the race progressed, and forced the Syracusan to his limit to win. Vanoni was about two miles behind at the finish.

Phil Wright, of Salt Lake City, added to his bankroll by defeating Adam Beyerman in the 5 miles amateur scratch. Warner Beck finished second and Clarence Carmen third. Numerous spills marred the event. Beck won the half mile handicap from the 40 yards mark. A two mile race between the pacemakers closed the program, Turville winning in a close finish over Schultz. The summaries:

One-half mile handicap, amateur—Won by Warner Beck, Newark (40); second, Clarence Carmen, Jamaica (40); third, Victor Anderson, Brooklyn (35). Time, 1:01⅕.

Five miles scratch, amateur—Won by Phil Wright, Salt Lake City; second, Adam Beyerman, Mohawk A. C.; third, Warner Beck, Newark; fourth, Clarence Carmen, Jamaica. Time, 11:59⅘. Lap prize winner, William Morton, Newark.

Twenty-five miles motorpaced, professional—Won by George Wiley, Syracuse, N. Y.; second, Menus Bedell, Newark, N. J.; third, Charles Vanoni, Italy.

Two miles motorcycle, professional—Won by Charles Turville, Philadelphia; second, Bob Schultz, Newark, N. J.; third, Carl Ruden, Manchester, N. H. Time, 2:25⅕.

At New Haven, May 30th.

Rain interfered with the opening of the new 8-laps board track at Lighthouse Point, New Haven, Conn., on Monday afternoon and evening, 30th ult. Manager Chapman had planned to hold the opening meet in the afternoon and begin the national circuit championship in the evening, but only the afternoon program was run. In view of the threatening weather, the attendance of 2,500 was good, and the riders were accorded a hearty reception. From the interest displayed, the success of the new track seems assured.

The feature of the afternoon's meet was the half mile handicap, which Walter A. Bardgett, of Buffalo, N. Y., won from a low mark, in a close finish with W. L. Mitten, of Davenport, Iowa. John Bedell, of Newark, N. J., was third.

In the 5 miles professional scratch Kramer was expected to show his finishing sprint, but a puncture put the champion out after two miles of fast riding. Anderson defeated Root in the final sprint, with Palmer, who has been reinstated after paying a $50 fine, in third place, just ahead of Percy Lawrence.

There were a number of combinations in the two miles invitation professional, but they were overlooked by Howard Freeman, the referee. Freeman is a former rider, now working upon a New Haven newspaper, and it may be that he hates to disqualify any of his former friends. The race was won by Fred Hill; Anderson finished second.

After a number of trial and semi-final heats the mile repechage handicap for amateurs was won by Ernest Jokus, of Newark, N. J. Courtney Peer, of the same city, was second, and Adam Beyerman, New York City, finished third. Jacob Magin, of Newark, did not exert himself to win the three miles amateur scratch from E. J. Hollister, of Springfield, Mass. Martin Ryan and L. Thomas were respectively third and fourth. The summaries:

One-half mile handicap, professional—Won by Walter A. Bardgett, Buffalo, N. Y.; second, Worth L. Mitten, Davenport, Iowa; third, John Bedell, Newark, N. J. Time, 0.55.

One mile repechage handicap, amateur—Won by Ernest Jokus, Newark, N. J.; second, Martin Ryan, Newark, N. J.; third, Lloyd Thomas, San Francisco, Cal. Time, 2:00.

Two miles invitation, professional—Won by Fred Hill, Boston, Mass.; second, Norman M. Anderson, Denmark; third, Alfred Goulette, Australia; fourth, Charles Vanoni, Italy; fifth, Percy Lawrence, San Francisco. Time, 4:27.

Three miles scratch, amateur—Won by Jacob Magin, Newark; second, E. J. Hollister, Springfield, Mass.; third, Martin Ryan, Newark; fourth Lloyd Thomas, San Francisco; fifth, tie between Ernest Jokus, Newark, N. J., and Victor Anderson, New York City. Time, 6:44⅗.

Five miles scratch, professional—Won by Norman M. Anderson, Denmark; second, E. F. Root, Melrose, Mass.; third, W. Palmer, Australia; fourth, Percy Lawrence, San Francisco. Time, 10:48.

One mile against time, motorcycle—By John King, Newark, N. J. Time, 1.36⅗.

At Revere Beach, May 30th.

Mishaps marred the paced race at Revere Beach, Mass., Decoration Day, May 30th, and James F. Moran, of Chelsea, Mass., and George Wiley, of Syracuse, N. Y., were the only riders to finish the 25 miles; Elmer Collins, of Lynn, Mass., and Menus Bedell, of Newark, N. J., having been compelled to withdraw before the race was half through. Considering the cold wind that whistled through the bleachers and grandstand, it is remarkable that the 2,500 spectators sat through the program.

Although the paced race had been billed as the feature, it did not prove the stellar attraction. The men drew for positions and pacemakers, and Wiley got Turville, Bedell secured Rudin, Moran took Hunter and Collins had Schultz as his pacemaker. Bedell had trouble with his machine and withdrew at 6 miles, Collins following suit at 11 miles, after going it alone for about a mile. Moran's win was more through good luck than by fast riding. Wiley should have won the race, but numerous mishaps made him lose considerable ground, and he could not make up the distance.

Saxon Williams, of Buffalo, N. Y., and Patrick Logan, of South Boston, came together in a match race. Logan proved the superior sprinter, winning both races at this style, while Williams triumphed in the pursuit.

The 5 miles amateur scratch was marred by some questionable riding at the finish. Fred McCarthy tried his usual stunt of trying to squeeze through on the pole and, although he won, was disqualified, first prize being given to Phil Wright, of Salt Lake City. Wright fell just after crossing the line, caused by McCarthy's bump. In the handicap the lowmarkers never overtook Rollins, on 125 yards, and he won easily, while LaMontagne, a local rider, outsprinted Wright, of Salt Lake City, for second money. LaMontagne nipped the Westerner at the tape. The summaries:

One mile repechage handicap, amateur—Won by H. R. Rollins, Everett, Mass (125); second, H. LaMontagne, Dorchester, Mass. (50); third, Phil Wright, of Salt Lake City (scratch). Time, 2:18.

Five miles scratch, amateur—Won by Phil Wright, Salt Lake City; second, Percy W. Cutter, Wakefield, Mass.; third, J. Bussey, Brockton, Mass.; fourth, H. R. Rollins, Everett, Mass. Time, 11:56. Fred McCarthy, Toronto, Can., finished first but was disqualified.

Special match between Patrick Logan, South Boston, Mass., and Saxon Williams, Buffalo, N. Y.—First heat (½ mile sprint) won by Logan. Time, 1:11. Second heat (unlimited pursuit) won by Williams. Distance, 1½ miles. Time, 3:40. Third heat (½ mile) and match won by Logan. Time, 1:08.

Twenty-five miles motorpaced, professional—Won by James F. Moran, Chelsea, Mass.; second, George Wiley, Syracuse,

N. Y. Time, 37:45. Also ran—Elmer L. Collins, Lynn, Mass., and Menus Bedell, Newark, N. J.

At Providence, May 30th.

Rain which began falling heavily at the conclusion of the final heat of the one-half mile amateur handicap caused a postponement of a part of the opening night's program at the new Melrose 8-laps track at Providence, R. I., last Monday night, May 30th. The weather hoodoo seemed to have a grudge to settle with Manager Chapman, for it was impossible to conclude the program the following evening. Rain checks were given the spectators and these will be honored at the next meeting.

A mile novice race raised the curtain to the meet and, incidentally, Alvin C. Lostes, a local rider, had the honor of winning the first event on the new track. He captured the final heat in clever manner from Charles Lewis, also of Providence.

Loftes followed up his novice victory by winning the half mile handicap, Eric Carlson running second both in Loftes heat and in the final.

Saxon Williams and Patrick Logan were due to ride a match race, but only one heat of this was possible. The initial go was made a half mile sprint and Logan won in 1:16⅕. The motorpaced match between Collins, Moran, Wiley and Menus Bedell had to be postponed, as well as the amateur scratch race and pacemakers' race.

B. A. Swenson and Clarence Loftes both obliged with motorcycle exhibitions, Loftes doing a mile in 1:26⅖. Swenson chose the longer distance of three miles and finished in 4:25⅕. Despite the threatening weather, 3,500 persons were in attendance—an indication that future meets will be well patronized. George H. Collett, the former bicycle racer, officiated as referee. The summaries:

One mile novice—Won by Alvin C. Loftes, Providence; second, Charles Lewis, Providence; third, Eric Carlson, Providence. Time, 2:29.

One mile motorcycle against time—By Clarence Loftes, Providence. Time, 1:26⅖.

One-half mile match, professional—First heat won by Patrick Logan, South Boston; second, Saxon Williams, Buffalo. Time, 1:16⅕. Second heat impossible because of rain.

One-half mile handicap, amateur—Won by Alvin C. Loftes, Providence; second, Eric Carlson, Providence. Time, 0:59⅕.

Three miles motorcycle against time—By B. A. Swenson, Providence. Time, 4:25⅕.

At Newark, June 1st.

Frank L. Kramer, of East Orange, N. J., who has held the American professional championship for so many years that only the veteran "fans" remember when he won his first title, drew first blood in the 1910 circuit championship at the Newark (N. J.) Velodrome on Wednesday night last, 1st inst. Not only did the meeting mark the beginning of the championship struggle, but it also ushered in the night racing season at the Newark course. There is a peculiar superstition among the bicycle riders that the four riders who score points in the first championship race will be the leading contenders throughout the series, and for that reason all the riders were keen to score the first victory.

The distance of the initial race was made one-half mile, and, following the time-honored custom, the race was run in trial and semi-final heats, four riders being placed in the final, the points counting 5, 3, 2 and 1. Kramer and Krebs qualified in the first heat and Fogler and Anderson got in the second, the third placing Root and Crebs in line for the semi-finals. Drobach and Hehir qualified in the fourth trial. The semi-final heats resulted in the elimination of all but Kramer, Fogler, Hehir and Root, and Kramer's supporters had their doubts as to the outcome, as Kramer is anything but a cold weather rider, and the evening was unusually cool. Fogler is a horse at the cold weather game. Once away, the first lap was taken up in jockeying for positions, and in the second lap Fogler was leading, with Root second, Kramer third and Hehir last. This order maintained until the bell, when Kramer unwound gradually, using the backstretch length to pass Root. In going after Fogler on the last turn Kramer showed his craftiness. The Brooklynite has a habit of riding wide on the turns, and Kramer was not taking chances. He rode wide and came alongside Fogler half way down the homestretch. A couple of hard kicks and Kramer had won the first championship race by a length. Hehir nosed out Root for third place.

A spill in the three miles amateur scratch caused the permanent retirement of Jerome Steinert from the track. The Hicksville crack was one of the quintet to hit the boards and he was unlucky enough to break his right collar bone. A similar accident kept Steinert indoors five weeks last season and after the fall Wednesday night he decided to quit. Earl Adams, the Montclair negro, was another unfortunate. He landed heavily on his head and sustained a slight concussion of the brain. The race was won by Magin, who outrode Wright, the Salt Lake crack. Kydelson, the newcomer from Denmark, and a protege of Norman Anderson, made a pretty try for second place, but Wright was stronger.

There was nothing brilliant about the three-cornered motorpaced race between Collins, Moran and Menus Bedell. The last-named was going like a streak and at three miles was leading Collins by 50 yards, and Moran by a lap. A puncture caused him to lose 5 laps, and from then on Collins rode easily into first place. The summaries:

One mile handicap, professional—Won by E. F. Root, Melrose, Mass. (60); second, Alfred Halstead, Sacramento, Cal. (90); third, Floyd Krebs, Newark (80); fourth, Percy Lawrence, San Francisco (90). Time, 1:53⅗.

One-third mile handicap, amateur—Won by Victor Anderson, New York City (40); second, Adam Beyerman, Mohawk A. C. (35); third, George Pauli, New York City (35). Time, 0:39.

Three miles amateur, scratch—Won by Jacob Magin, National T. V. W.; second, Phil Wright, Salt Lake City; third, H. Kydelson, Denmark; fourth, Victor Anderson, New York City. Time, 6:31⅖. Lap prize winner—William Morton, N. T. V. W.

One-half mile national championship, professional—Won by Frank L. Kramer, East Orange, N. J.; second, Joe Fogler, Brooklyn; third, Patrick Hehir, Australia; fourth, E. F. Root, Melrose, Mass. Time, 1:16⅗.

Ten miles motorpaced, professional—Won by Elmer L. Collins, Lynn, Mass.; second, James F. Moran, Chelsea, Mass.; third, Menus Bedell, Newark, N. J. Time, 15:17.

At Newark, May 29th.

Those who saw Frank L. Kramer ride at the Newark (N. J.) Velodrome Sunday afternoon last, 29th ult., could not but remark upon the changed form of the champion. They saw the unusual spectacle of Kramer being beaten fairly and squarely by Joe Fogler of Brooklyn, and there were many who attributed Kramer's lessened speed to lack of nerve since his hard fall a few weeks ago.

The race in which Kramer met his signal defeat was the mile professional scratch. Stein, the former amateur champion, who shows flashes of wonderful speed at times, thought he would steal away from the bunch at one and one-half laps to go. Before the others could collect their scattered wits Stein had opened up a gap of 40 yards and was going like a racehorse, with Kramer and Fogler well in the rear. Fogler, however, went out and, with Root and Kramer behind him, set full sail after the fleeing Stein. They caught him just before the tape was reached, and Fogler had gone so fast that Kramer did not have a chance to go around him. Fogler certainly is riding well, and unless he experiences setbacks before the circuit ends should make a strong bid for the championship.

In the two miles repechage handicap the field bunched just before the bell, with Rupprecht, John Bedell, Root and Fogler leading the others in the order named. Rupprecht made his bid on the backstretch and the quartette entered the homestretch together. Bedell showed plenty of speed and got the money, while Root nosed out Rupprecht for second place, Fogler coming in fourth. Kramer appeared unwilling to take chances and finished fifth.

The other professional race—a two miles invitation—brought a crack finish between Alfred Halstead and Walter Bardgett, the former having the advantage. Jay Eaton,

a former crack who had been set down for life as the result of a questionable race in which he and Stevens figured some years ago, but who had been reinstated by the Board of Appeals, made his reappearance, but was eliminated in his trial heats.

In the fifth heat of the half mile amateur handicap Greene, a newcomer from San Francisco, and August Rupple, of Newark, collided. Greene ran into a spectator and broke his wrist, but was himself unhurt. There was another spill in the three miles scratch, but none of the riders was injured badly. In the scratch race Magin finished first, but was disqualified by Referee Kelsey for fouling John Brennan, who was awarded first prize. The handicap went to Passinger, while William Coburn defeated Fred McCarthy in their unlimited match pursuit. The summaries:

Two miles repechage handicap, professional—Won by John Bedell, Newark (100); second, E. F. Root, Melrose, Mass. (70); third, Edward Rupprecht, Newark (150); fourth, Joe Fogler, Brooklyn (25); fifth, Frank L. Kramer, East Orange, N. J. (scratch). Time, 4:11⅗.

One-half mile handicap, amateur—Won by Joseph Passinger, Newark (10); second, Frank Blatz, Jersey City (50); third, Martin Kessler, New York City (40). Time, 0:56⅕.

Two miles invitation, professional—Won by Alfred Halstead, Sacramento, Cal.; second, Walter A. Bardgett, Buffalo, N. Y.; third, Floyd Krebs, Newark, N. J.; fourth, Worth L. Mitten, Davenport, Iowa; fifth, Fred G. West, San Francisco, Cal. Time, 4:44⅗.

Unlimited match pursuit, amateur—Won by William Coburn, Newark, N. J.; second, Fred McCarthy, Toronto, Can. Distance, 4 miles ¼ lap. Time, 9:21⅘.

Three miles scratch, amateur—Won by John J. Brennan, N. T. V. W.; second, Lloyd Thomas, San Francisco; third, Chester I. Smith, Baldwins, N. Y.; fourth, Harry Simpson, Newark; fifth, Fred McCarthy, Toronto, Can. Time, 6:45⅗. Jacob Magin finished first but was disqualified for fouling.

One mile scratch, professional—Won by Joe Fogler, Brooklyn; second, Frank L. Kramer, East Orange, N. J.; third, E. F. Root, Melrose, Mass.; fourth, Charles H. Stein, Brooklyn; fifth, John Bedell, Newark, N. J. Time, 2:43⅕.

At New Haven, June 2d.

The unwillingness of Frank L. Kramer to do the donkey work for Joe Fogler in the one mile championship at New Haven, Conn., Thursday night last, 2nd inst, robbed him of victory and enabled Fred Hill to score an easy 5 points. The National circuit championship now stands: Kramer, 8 points; Fogler and Hill, 5 points each; Hehir, 3 points, and Root, 1 point.

Despite the cold weather a large crowd attended the meeting which had been postponed from last Monday night, and the mile title race was billed as the feature. Kramer, Fogler, Hehir and Fred Hill survived the trial and semi-final heats, and after a false start they got away with a great deal of jockeying. To those who are well acquainted with Fogler's craftiness it was apparent that he engineered the deal to defeat Kramer. The stunt was for Hill to jump, which he did after a couple of laps of loafing. Fogler's brilliant mind figured that if he compelled Kramer to overhaul Hill, he could enjoy a pleasant little sleighride and beat him at the tape. If Kramer refused to be made the donkey, Fogler didn't stand a chance to lose anything, and still had a chance of beating him for second place. Foxy Fogler! Kramer, of course, refused to go in chase of Hill, and the latter scored a lustreless win, his margin of victory being a half lap. Kramer beat Fogler for second place and Hehir trailed in behind.

Carlo Vanoni, the Italian pacefollower, showed plenty of speed in his race against John Bedell and Al. Halstead. Vanoni gained a lap in the third mile, but Bedell's steady plugging reduced this advantage by half before the finish. Halstead was third. The summaries:

One mile novice—Won by August Grustman; second, Lawrence Hayes. Time, 2:47⅗.

One mile handicap, professional—Won by Root; second, Rupprecht; third, Crebs. Time, 0:55.

One mile handicap, amateur—Won by W. Coburn; second, E. J. Hollister; third, Jokus. Time, 2:00⅗.

One mile National championship, professional—Won by F. Hill; second, Kramer; third, Fogler; fourth, Hehir. Time, 2:26⅘.

Three miles scratch, amateur—Won by Scheller; second, Ryan; third, C. Carman. Time, 6:14⅘.

Ten miles motorpaced, professional—Won by Vanoni; second, John Bedell; third, Halstead. Time, 15:32⅘.

At Providence, June 3d.

Frank L. Kramer, of East Orange, N. J., added 5 more points to his score for the championship honors by winning the two miles event at Providence, R. I., last night, 3d inst. The championship race was the feature of the evening, and in the final heat Kramer defeated John Bedell and Floyd Krebs in the order named. Percy Lawrence won the professional handicap, with Walter Bardgett second and John Bedell third.

The three-cornered match between Peter Drobach of South Boston, Mass., Menus Bedell of Newark, N. J., and Fred G. West of San Francisco, Cal., was not a very interesting affair. Drobach seemed the most adept behind pace and won without trouble, finishing three laps in front of Bedell.

The amateur events showed that a number of the local riders must be possessed of limitless bank accounts. Just how they can follow the circuit the same as the professionals and still retain their standings as amateurs still is a mystery. Martin Ryan of Newark won the three miles scratch from Fred McCarthy of Canada, with Phil Wright of Salt Lake City third and William Coburn, another Newarker, fourth. Wright captured the mile handicap, Henry Johnson of Boston and C. R. Morgan of Worcester also finishing for prizes. The summaries:

Ten miles motorpaced, professional—Won by Drobach; second, M. Bedell; third, West. Time, 17:08⅗.

Two miles national championship, professional—Won by Kramer; second, J. Bedell; third, Krebs. Time, 4:36⅘.

One-half mile handicap, professional—Won by Lawrence; second, Bardgett; third, John Bedell. Time, 0:55.

Three miles scratch, amateur—Won by Ryan; second, McCarthy; third, Wright; fourth, Coburn. Time, 7:04⅘.

One mile handicap, amateur—Won by Wright; second, H. Johnson; third, Morgan. Time, 2:01⅕.

At Salt Lake City, May 30th.

Salt Lake City, May 31.—With more than 6,000 persons in attendance, the 1910 season opened auspiciously here last night. Although he has not ridden in some months, Floyd A. Macfarland showed that he has not lost any of his speed and, if that were possible, has gained in sagacity. Macfarland, Clarke and Lawson shared the plaudits of the crowd, but Lawson had to be content with second honors.

The big surprise of the night came in the two miles professional handicap, when Macfarland, from 20 yards, won the event from Clarke and Lawson. It was expected that Macfarland was in the race only to assist Clarke, but when the old man shoved his wheel across the tape a few inches to the good the crowd arose with one accord and greeted him with a burst of applause.

Clarke took the half mile scratch from Lawson in a close finish, and Macfarland again finished in the money. Brodbeck and Diefenbacher divided the leading awards in the two amateur events. The summaries:

One mile novice—Won by Carl Schmertz. Time, 2:16⅕.

One mile motorcycle exhibition—Whittler. Time, 1:05 (track record).

One-half mile handicap, amateur—Won by Diefenbacher (15); second, Brodbeck, (scratch); third, Hume (20); fourth, Hughey (55). Time, 1:57⅗.

Two miles scratch, amateur—Won by Brodbeck; second, Diefenbacher; third, Berryessa; fourth, Hume. Time, 4:18⅘.

One-half mile scratch, professional—Won by Clarke; second, Lawson; third, Macfarland; fourth, Downing. Time, 0:56.

Two miles handicap, professional—Won by Macfarland (20); second, Clarke (scratch); third, Lawson (scratch); fourth, Walker (50). Time, 3:46⅗.

GOOD PROGRAM AT GRAND RAPIDS

Four Cycle Races and a Motorcycle Event Provided at Joint Meet—Competition Proves Keen.

Despite a chilling wind which made sitting in the grandstand anything but comfortable, a crowd of 2,000 people journeyed out to Comstock Park and witnessed the joint athletic and bicycle raceeet promoted by the Western Michigan Cycle Club and the Y. M. C. A., of Grand Rapids, Mich., on Decoration Day. The program was a lengthy one, comprising 16 events, but the officials prevented the affair from becoming tedious by running the events without any delays.

There were four bicycle races and one motorcycle event in this part of the card, and all the events were interesting. The 5 miles handicap was cut up into mile heats, with five men qualifying in the three. The final was won by H. Karel after a pretty battle with R. Missner.

Herman Hultgren, a well known Chicago road crack, showed in front in the six miles miss and out. Each time around the last man was called from the track, and as a result the spectators saw an exciting sprint at the completion of each round. The mile match between Fred Gilmer and John Burdell was won by the former by a length.

In the 5 miles motorcycle handicap J. Poisson made a runaway affair of it, finishing in 5:16⅗. M. Vanderburg, on a 7 Indian, started from scratch, but took one of the curves too fast and landed against the fence. It is not thought he was seriously injured. The summaries:

Five miles motorcycle handicap—Won by J. Poisson; second, H. Brown; third, J. Arkeman; fourth, A. Austin; fifth, R. Rosmzwig; sixth, A. Stein. Time, 5:16⅗.

Five miles handicap—Won by H. Karel; second, R. Missner; third, H. VanSluys; fourth, R. Sprote. Time, 15:36⅘.

One mile match—Won by Fred Gilmer; second John W. Burdell. Time, 3:55⅕.

One mile handicap—Won by L. Timmers; second, C. Smith; third, A. Golden; fourth, R. Missner; fifth, H. Van Sluys. Time, 3:15.

Six miles miss and out—Won by Herman Hultgren; second, J. Sehluber; third, F. Nelson; fourth, C. Smith. Time, 18:00.

Balke, Collins and Stone at Tanforan.

Three motorcycle events furnished the greatest amount of excitement at the good roads meet held at the Tanforan track, near San Francisco, Cal., on May 29th, under the promotion of the San Francisco Motor Club. The attendance was 5,000. The summaries:

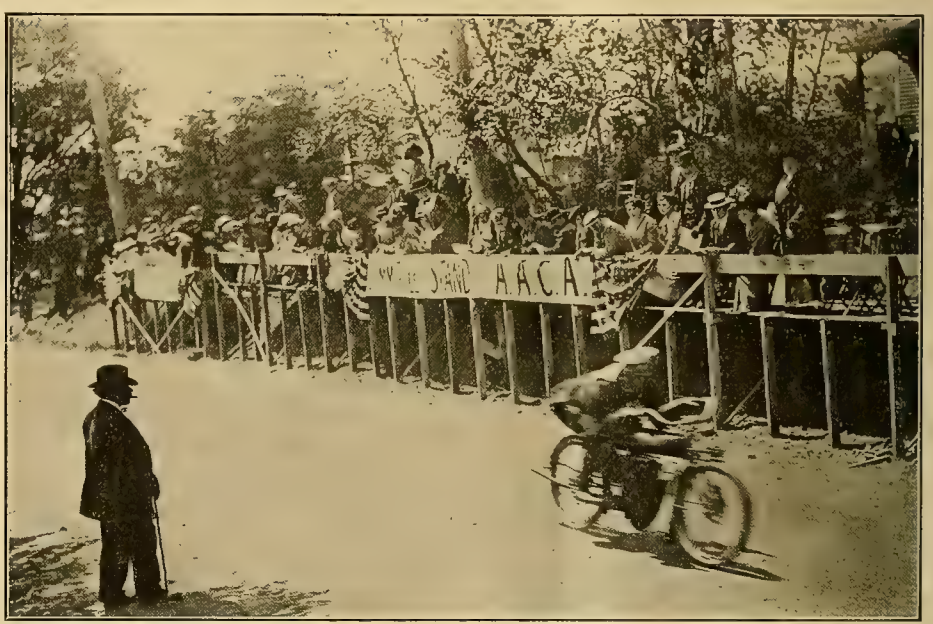
Five miles free-for-all, 61 cubic inches—Won by Charles Balke, Thor; second, W. G. Collins, Indian. Times, 4:56.02 and 4:57.01.

Five miles, twins—Won by W. G. Collins, Indian; second, Charles Balke, Thor. Times, 4:52⅗ and 4:55⅕.

Five miles free-for-all, handicap, 61 cubic inches—Won by Stone, Thor (1:40); second, Young Indian. Time not announced.

Motorcycle Cops Hold a Hill Climb.

However brave they may be in the performance of duty, the motorcycle policemen of Westchester County, N. Y., evidently are not keen to match their skill and speed in competition, for but four of thirteen who had entered for the motorcycle event for patrolmen in the Amateur Automobile Contest Association's first hillclimb on Anderson's hill, White Plains, on Saturday last, 28th ult., faced the starter. Officer Ruggiero, of Scarsdale, riding an Indian, was the winner, flashing up the mile incline of 6 per cent. in 1.07⅕, but four seconds slower than the best automobile time. His victory was a popular one and netted him two prizes, one offered by the association and a special gold medal hung up by G. W. Quintard. Officers Ball and Munro, both riding Indians, were second and third respectively. Owing to the social prominence of the promoters, society turned out in full force.



ONE OF THE MOTORCYCLE "COPS" IN THE CLIMB AT ANDERSON'S HILL

Brandes a Bona-Fide Champion.

Otto C. Brandes feels peeved, and all because the Bicycling World last week stated that Brandes "described himself in capital letters as the 'Home Trainer Champion.'" The occasion was when Brandes defeated Hardy Jackson in a series of roller races. Brandes feels that he was slighted—he should have been heralded as the champion in heavy black type, for it actually is a fact—he did win the American home trainer championship, sanctioned by the National Cycling Association, both in 1906 and 1908.

WOLTER WINS A HARD BATTLE

Shares Honors With Armstrong in Motorcycle Events at Denver—Blanket Finish of Stock Machines.

Wolters and Armstrong shared honors in the two motorcycle events at the Tuileries track, Denver, Col., on Monday afternoon last, 30th ult. The 5 miles professional race for stock machines was the most exciting contest ever seen in the Queen City. At the start Armstrong and Boyd went to the front, and it looked like a runaway for them. At three miles, however, Wolters began to overhaul the leaders, and after a running fight of a mile he succeeded in passing Boyd and came up to Armstrong, with Good hanging on his rear wheel. In the last mile all four riders were bunched, Wolters managing to win by a foot from Good, with Boyd and Armstrong lapping their rear wheels. In the free-for-all Armstrong made a good start and was never headed.

The summaries:

Five miles professional, stock machines—Won by Joe Wolters; second, Harry Good; third, Glen Boyd; fourth, A. Armstrong. Time, 6:21.

Five miles professional, free-for-all—Won by A. W. Armstrong. Time, 6:06.

Golden Wheel Rolls Bad for Walthour.

Robert J. Walthour was one of the contenders in the Golden Wheel race at Cologne May 22nd, but a punctured tire robbed him of whatever chance he had of winning. Huybrechts won the race, with Linart third and Stellbrink fourth. The curtain-raiser, at 25 kilometres was won by Linart, with Walthour second, Huybrechts third and Stellbrink last.

PIKE FIRST IN PLAINFIELD PLUG

Crowds Witness Irvington-Millburn's Successor—Mile Sprint and Boys' Race Are Features.

Thanks to the untiring efforts of its organizer, Jack Horner, and a rainstorm which obligingly held off until the 25-miles handicap was nearly finished, the race meet at Plainfield, N. J., Monday afternoon last, May 30th, may take rank as one of the big successes of the last semi-decade. Since the famous Irvington-Millburn road race ceased to be the national bicycle road race on Decoration Day, due to the unwillingness of the Bay View Wheelmen to continue its promotion, Horner, who is a Plainfield dealer, has attempted to make his race meet the logical successor of the now dead classic. Last Monday's road race shows that he has succeeded.



JUST BEFORE THE START OF THE 25-MILE HANDICAP—THE LONGMARKERS UP

Horner not only promoted a 25-miles handicap road race, which was the distance of the defunct Irvington-Millburn, but he improved upon that event by holding two interesting curtain-raising events—one a two miles handicap for boys, and the other a mile scratch race. Both races were interesting—particularly the heats of the mile scratch race, for the several thousand spectators massed around the finish at the junction of Mountainside and Watchung avenues, North Plainfield, were not bored by an uninteresting procession of riders, but saw finishes closer than a great many track races.

The arrangements were excellent. The roadway had been roped off for several yards either side of the finish and Horner had secured the assistance of the Plainfield police in keeping the lines of spectators from encroaching upon the roadway. There were two mounted officers and several pedestrian cops, and one of the former was so zealous in his desire to keep the people off the road that he nearly spoiled the finish of one of the heats in the mile scratch. Another disaster seemed imminent at the finish of the final heat when a stray dog almost bowled Steinert over just as he was crossing the line, as depicted in an accompanying photograph. These were the only near accidents, however.

The first heat of the mile race furnished a neck and neck finish between G. Lazzi, Bay View Wheelmen, and Raymond Mantz, a Plainfield crack, with A. B. Dunham, also of Plainfield, close up. Lazzi really won by 6 inches, but the judges called it a dead heat. In the second heat Herman L. Lind, Empire City Wheelmen, defeated Percy Haberle, of Plainfield, by three-quarters of a length; Peter Sorenson, Empire City Wheelmen, was third. Pasquale Damiano, the Empire City Italian who finished second in the 50 miles Italian road race two weeks ago, showed a great burst of speed in the third heat, when he led D. J. McIntyre, New York City, by three lengths, George Simon trailing in for third. Jerome Steinert, the Hicksville crack, took the fourth heat rather easily from Jesse R. Pike, with Brandes some lengths back. Another eyelash finish occurred in the following trial when John Struber, Brooklyn, and Orlando, the Empire crack, flashed across the tape together. Struber appeared to have a shade the better of it, but the judges decided for a dead heat; Thomas S. Taylor, of the Crescent Bicycle Club of Baltimore, Md., was the third man. The sixth heat also was close, Carl Ericson winning from William Van den Dries by a half length and J. Schuster close up.

Although only one man was supposed to qualify in each heat, because of the two dead heats Referee Daniel M. Adee, after a consultation with the other officials and the promoter, decided to allow the first two finishers in the preliminary heats to start in the final. This was all right for everyone except Van den Dries, who had dressed in the meantime, and could not be found when the time came to start. The final heat was a snappy affair from the start to the finish. Orlando attempted to steal away from the bunch just after the gun and he made the pace so hard that nearly all the riders had their tongues out at the finish. Ericson was leading a few yards from the tape when Steinert jumped and his great speed landed him on the line a winner by three open lengths, while Struber nosed Ericson out for second prize. Steinert, who rode a Pierce, won a Columbia racer by his pretty sprint; Struber, who is a Cleveland rider, took home an Arrow roadster, and Ericson, mounted upon a Columbia, won a pair of tires. Because the events were held upon a straightaway course the times were not obtainable.



A "DOG-GONE" CLOSE FINISH IN MILE SCRATCH, STEINERT LEADING

The two miles handicap for boys 16 years of age and less was run between the trial heats and the finish of the mile open event, and William Drake, who said that he would be 16 years old on Otober 17th next, made excellent use of his minute handicap, and won by several lengths from Eddie Simon.

Willie Simon was third. Drake, who lives at 180 Somerset street, Plainfield, rode a Columbia bicycle geared to 88. The Simon boys rode, respectively, a Pierce and a Cleveland. "Wee Willie" Rhodes, of Brooklyn, rode from scratch but was unable to make up the distance.

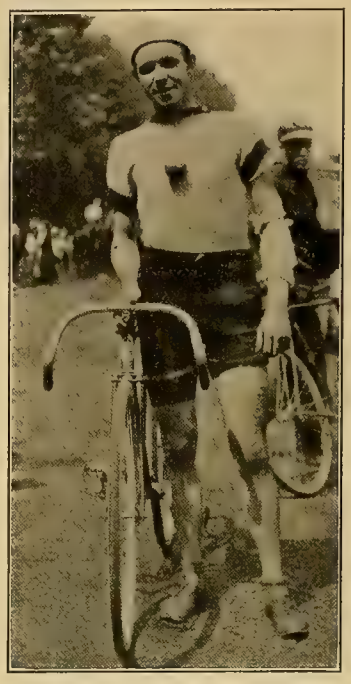
The course for the 25 miles handicap was out Mountain avenue 6¼ miles to the Mountain View house, this being covered twice. The village of Scotch Plains was passed through en route, and several hundred spectators were lined up along the street. The road was excellent for the greater part of the way, slightly rolling, but dustless owing to a recent application of oil. Toward the turning point, however, the riders encountered a patch of recently crushed stone, and this sent many of the riders back to the starting point on foot. J. B. Hawkins, C. R. C. A., and Courtney Peer, National T. V. W., were two of the scratch men and Otto Brandes another low marker who were foolish enough to attempt to ride with French track tires. Needless to state, they did not finish.

The start of the big race did not differ materially from other events of the sort, except, perhaps, in regard to entries. Although there were a number of scratched entries, the number that actually started totalled 103, which almost is a record in road racing history. This number included four Baltimore cracks—Plitt, Taylor, Baker and Miller, all members of the Crescent Bicycle Club.

The riders were dispatched in groups at intervals of 30 seconds from 6 minutes downward, the honor markers comprising Steinert, Peer, Ericson and Hawkins. The first rider to make the turn at 6¼ miles was George Simon, and he was closely followed by Eddie Simon, George Jones, E. McNee and John DeBruyn. Then came a big bunch, and as they were compelled to turn around a barrel placed in the middle of the road, several spills were unavoidable. The scratch men, Ericson and Steinert, were 83d and 84th at the turning point, Peer and Hawkins having been put out by punctures. Pike, who ultimately won the race, was the 38th rider to round the barrel at 6¼ miles.

The low markers soon grouped and in the ride back from Mountain View turn to the 12 miles turn at the starting point they closed the gaps rapidly and William Pofahl, a 4-minute marker, was the first to round the barrel at the last turn. There were about twenty riders in the first group, Pike being among the number, having worked from the 2 minutes mark to a leading position. Steinert and Ericson had too much work to do alone and they were not able to close the gaps. A shower came up in the last few minutes of the race and drenched those who were still on the road, but only a few drops fell at the finish.

The final sprint was inspiring. Over the rise a quarter of a mile away a big bunch of riders could be seen sprinting as hard as they could. Pike made his supreme effort at less than one-eighth mile to go, and he certainly unwound a sprint that was worth going miles to see. He pulled right away from the bunch and won by a length in 1 hour 5 minutes 48 seconds, with Percy



JESSE PIKE'S WINNING SMILE

Haberle, a member of the Plainfield Club, second, and John Stafko third. Then came Thomas Kennedy, Arthur E. Rhodes and A. F. Miller. Jesse R. Pike is a member of the Century Road Club of America, and



W. SIMON, DRAKE AND E. SIMON

holds the 100 miles road record as well as the record between New York and Philadelphia. He and Haberle both rode Pierce bicycles, the former geared to 91½ and the latter to 88 inches; each is 19 years of age.

The surprise came when it was found that Orlando, who is a consistent performer these days, had won the time prize. Orlando rode with an allowance of 1 minute and finished the 25 miles in 1 hour 4 minutes 50⅖ seconds. John Struber and John Beck, who started from the same mark, were respectively second and third in regard to time awards. The time of Steinert and Ericson was four minutes slower than made by the one-minute men. Pike receives a Pierce racer and Orlando a Queen City racer for winning first place and time awards. The summary:

Pos.	Rider.	Club.	Hdcp.	Time.
1	J. R. Pike,	C.R.C. of A.	2:00	1:05:48
2	P. Haberle,	P. C. C.	4:00	1:07:48⅕
3	J. Stafko,	Brooklyn	3:00	1:06:48⅖
4	T. Kennedy,	E. C. W.	4:00	1:07:48⅗
5	A. E. Rhodes,	E. C. W.	3:30	1:07:18⅘
6	A. F. Miller,	P. C. C.	5:00	1:07:49
7	W. Pofahl,	B. V. W.	4:00	1:07:49⅕
8	P. Sorenson,	E. C. W.	2:00	1:05:49⅖
9	M. Hoffman,	U. W.	3:30	1:07:19⅗
10	J. Koupsky,	New York	2:30	1:06:19⅘
11	E. Simon,	P. C. C.	6:00	1:09:50
12	M. Terry,	P. C. C.	4:00	1:07:50⅕
13	G. Orlando,	E. C. W.	1:00	1:04:50⅖
14	J. Struber		1:00	1:04:50⅗
15	J. Becht,	E. C. W.	1:00	1:04:50⅘
16	J. Schuster		2:00	1:05:51
17	P. Damiano,	E. C. W.	1:00	1:05:55
18	W. Smith,	Maplewood	2:00	1:06:55⅕
19	C. Hausenbauer		2:00	1:06:55⅖
20	L. Ricalton		4:00	1:08:55⅗
21	W. Hauck		3:30	1:08:25⅘
22	A. Hausenbauer		2:00	1:06:56
23	A. B. Dunham,	P. C. C.	4:00	1:09:56⅕
24	T. S. Taylor,	Cres.B.C.	1:00	1:05:56⅖
25	J. DeBruyn,	C.R.C.of A.	4:00	1:08:56⅗
26	A. Rovere,	U. S. I.	2:30	1:08:23
27	W. Seegelken,	E. C. W.	3:00	1:10:01
28	H. L. Lind,	E. C. W.	2:00	1:07:33
29	H. Goslin,	E. C. W.	3:00	1:10:33⅕
30	G. Simon,	P. C. C.	6:00	1:14:05
31	C. Ericson,	E.C.W.	Scratch	1:08:25⅕
32	J. Steinert		Scratch	1:08:25⅖

Backenstoss Forms Harrisburg Club.

Mervin E. Backenstoss, whose interests in cycling has not diminished since he made a memorable trip from New York City to Seattle, Wash., in 1900, has impregnated a number of former devotees of the sport in Harrisburg, Pa., with the germ, and the Capital City Cycling Club is the immediate net result. Officers will be elected next week. The club, which will start activities with about 30 members, took a tour out of Harrisburg on Decoration Day.

Tandem Fatality in Denver.

Both mounted on the one motorcycle, Palmer A. Schlessinger and Stanley Schutz, two young men of Denver, Colo., crashed into the rear of a motor car in that city on the 30th ult. Schlessinger's skull was fractured and he died soon after, but hopes are held out for Schutz's recovery. The driver of the automobile, according to witnesses, was not to blame.

Cyclist Loses Arms in Trolley Mix-up.

Following his brother on a bicycle while the latter was training for a cross country run, Russell Phithmer, eleven years old, collided with a trolley car in Newark, N. J., on the 3rd inst., with the result that both his arms were cut off. At the hospital it was said that his chances for recovery are slim.

MACFARLAND "BROKE THE BOOKIES"

Heavy Betting at Australian Cycle Races Received its Death Blow from the Lanky Californian.

Although there is no record of Floyd A. Macfarland ever having "broken the bank at Monte Carlo," it is on record that the lanky Californian executed a parallel coup in Australia some years ago that made racing history. Macfarland "broke the bookies at Cool Gardie," and Hardy K. Downing, who tells the yarn, asserts that Macfarland is indirectly responsible for the present decline of racing in Australia.

Bookmaking always constituted one of the chief features of Antipodean racemeets, and Macfarland and his few friends dealt them such a staggering blow that they never really recovered from it. They remained away from the bicycle tracks, and the public, according to Downing's view, having been accustomed to betting on the races, considered that the events must not be worth going to see with the bookmakers absent.

It was in 1904 that Macfarland, Iver Lawson and Downing went to Australia, according to the last-named, that being the time that Australian racing was in its prime, the famous Sydney Thousand carrying a prize of $5,000. The Americans were riding at Sydney two weeks prior to the big Westral Handicap at Cool Gardie, and Macfarland had fallen and injured his shoulder slightly. One of Macfarland's friends —a millionaire enthusiast—says Downing, rushed into the training quarters just after Macfarland's spill and told the lanky one to tie up his arm and announce that his collarbone had been fractured. Downing states that Macfarland thought a joke was being played upon him, but nevertheless he tied up his arm and did not ride in the other races at the Sydney meet. There are other versions of the incident, however, one being that it was Macfarland's own brilliant idea that he pretend more serious injury than really was the case, and the reason for such a procedure will be apparent presently.

At any rate it soon became noised around that Macfarland was badly injured and would not be able to ride in the Westral. Other reports had it that he intended to make an attempt, despite his "broken collarbone." When the entries for the Westral were announced the bookmakers began laying odds on the various riders. They were offering 100 to 1, with Macfarland on the long end, that he would not win, while some of the "bookies" took even money that the American would not start, which was a very bad bet—for the bookmakers.

It has always been one of Macfarland's characteristics that he is willing to take a chance on anything with long odds, and it therefore follows that every cent he could get together was placed on himself. A few personal friends were let in on the secret and a lot of money was placed on the Californian; in fact, there was so much wagered that just before the race started the odds dropped to 3 to 1. "Mac" and his friends were "in," however.

When the clerk of the course called the riders to their marks, relates Downing, and Macfarland took his usual position on scratch the bookmakers turned pale. They knew full well that, should Macfarland win that event, every prominent bookmaker in Australia would go to the wall, for every one had given big odds on the American. An effort was made to have him disqualified, but it was unsuccessful, although Macfarland was placed 20 yards back of scratch, while the nearest man, with the exception of Lawson and Downing, who were on scratch, was 130 yards away.

When the gun denoted the start Macfarland dug into the pedals as never before or since in his career and he soon tacked on behind Lawson and Downing. Such a race had never been seen before, as so much was at stake. The bookmakers had approached the longmarkers and offered them much more than the value of the prize—$1,000—to win the race, and Macfarland and his compatriots had their work cut out for them.

Downing first took Macfarland for a terrific lap and then Lawson paced him for a lap and quit as had Downing. This left Macfarland 40 yards back of the bunch, with two laps to go, and as the chances seemed a thousand to one against his making up the distance the bookmakers began to look hopeful.

At the beginning of the last lap Macfarland closed the gap. He looked tired, but hung gamely on. Approaching the homestretch every rider began to unwind for the final sprint, and as the men turned into the straight with about 100 yards to go Macfarland rode to the extreme outside of the track and, with a mighty jump, came down to the tape like an express train. Cooper, Australia's favorite, was leading and seemed a sure winner, but Macfarland's mighty sprint held him in good stead and he crossed the tape winner by a foot. The strain was such that he collapsed immediately after crossing the line, and he did not recover from the effects for more than a week.

Naturally, there was consternation among the bookmakers, for they could not pay their debts. It is said that Macfarland alone won about $12,000 and Downing and Lawson also cleaned up handsomely. Since that time the bookmakers have fought shy of bicycle racing. Downing asserts that more than $240,000 was lost by the bookmakers in that race, which was run on Christmas Day with the thermometer registering 108.

STIRRING FINISHES AT PORTLAND

Motorcycle Meet Develops Exciting Sport —Ten Hotly Contested Events—One Accident Mars the Day.

A dustless track, eyelash finishes and fast speed combined to make the meet of the Portland (Ore.) Motorcycle Club, held at the Country Club mile track near that city on Sunday, 29th ult., one of the most successful affairs of the sort ever held on the Pacific Coast. All of the races were close and the sight of eight or ten machines running at a mile a minute and bunched within 20 yards was a sight that caused the large crowd of spectators to vote motorcycle racing much more interesting than other forms of speed contests. It is the intention of the Portland organization to conduct two such meets every season.

Only one accident marred the meet. Ed. Greeashamer, on a 7 horsepower Indian, attempted to take one of the turns too fast, and he skidded and fell, the heavy machine falling atop him. Greeashamer sustained a badly broken and twisted ankle and lacerated leg, which necessitated his removal to the hospital. The surgeons think, however, that amputation may be avoided. The card was a long one, comprising 10 events, of which Indian riders won eight. The summaries:

Three miles, 3 horsepower—Won by E. L. Pary, Indian; second, W. P. Brush, Thor. Time, 4:48.

Three miles, 4 horsepower—Won by Gus Peple, Royal Pioneer; second, Otto Muessig, Thor. Time, 3:53.

Five miles, 5 horsepower—Charles Dyde, Indian; second, M. J. Resner, Indian; third, Henry Kildow, Harley-Davidson. Time, 6:31⅗.

Ten miles, 7 horsepower—Won by Fred Nowotry, Indian; second, Ed. Greeashamer, Indian; third, Verne Maskell, Indian. Time, 10:57.

One mile, 5 horsepower—Charles Dyde, Indian; second, Otto Muessig, Thor; third, J. F. Cable, Indian. Time, 1:20.

Five miles, 3 horsepower—Won by W. P. Brush, Thor; second, E. L. Pary, Indian; third, A. Gruman, Indian. Time, 7:47.

Fifteen miles, 7 horsepower—Won by Verne Maskell, Indian; second, Fred Nowotry, Indian; third, E. H. Stone, Indian. Time, 15:27.

Five miles, 4 horsepower—Won by A. Gruman, Indian; second, Gus Peple, Royal Pioneer; third, L. T. Dean, Indian. Time, 6:10⅕.

Ten miles, 5 horsepower—Won by Chas. Dyde, Indian; second, R. E. Guerin, Royal Pioneer; third, Otto Muessig, Thor. Time, 12:03.

Unlimited pursuit, free-for-all—Won by Verne Maskell, Indian. Distance, 6½ miles. Time, 6:40.

WHAT TO DO IN CASE OF ACCIDENT

More About Fractures and the Art of Bandaging Described—Concluding Exposition of First Aid Treatment.

Fractures of the lower jaw, spinal column, ribs, collar-bone and shoulder-blade, as described in last week's issue, are by no means the only breaks that are likely to come within the ken of the bicyclist, and, while the knowledge necessary to recognize and treat any sort of fracture may entail some little study and memorizing, it is valuable learning. Particularly is this true of the art of bandaging, in which few persons are properly versed but knowledge of which usually is essential in first aid treatment of the right sort.

Fracture of the humerus (upper arm-bone) may be the result of direct or indirect violence, or of muscular contraction. The signs and symptoms are usually well marked, and there is considerable shortening. If the seat of the fracture is at the surgical neck, a bony prominence may be found in the axillary space, or armpit. When reduction is to be made, the forearm and elbow should be pulled downward (extension), the shoulder acting as the counter-extension. If the fracture is about in the middle of the bone, an internal and an external splint should be applied. Great care should be exercised when placing the internal splint so as not to cause a pressure upon the important nerves and blood-vessels, by shoving the splints too far up into armpit. If the fracture is in the upper part of the bone, through the surgical neck, a soft pad may be placed in the armpit and held there by a figure-of-8 bandage, or spica, around the shoulder. The hand and wrist only should be suspended in a sling, thus allowing the elbow to drop, thereby diminishing the tendency to shorten the arm.

Fracture of the forearm generally occurs at the lower end of the radius, about two inches or less from the joint, and is known as the Colles's, or "silver fork," fracture. It receives the latter name from the peculiar appearance about the wrist, which has a fancied resemblance of a silver fork. Colles's fracture is almost as frequent as fracture of the clavicle, and is generally impacted. The arm should be placed at right angles, the thumb pointing toward the chin. An internal splint, extending from the upper part of the formarm to the wrist, and an external splint extending to the tips of the fingers, should be applied. Care should be taken that the internal splint does not press upon the vessel at the bend of the elbow. Reduction may be accomplished as follows: Should the fracture be on the right side, for instance, the attendant should grasp the right hand of the patient with the corresponding one of his own, and extension be carefully made, counter-extension being performed with the left hand, which grasps the forearm above the seat of fracture.

Fracture of the middle of the forearm may be the result of direct violence. One or both of the bones may be broken. When either the radius or the ulner is broken the companion bone acts as a splint, and the deformity and other signs are not so marked. In a fracture of the shaft of the radius, which is uncommon, the usual symptoms of fracture are not noted, and, in addition, the loss to a greater or less degree of pronation and supination, or turning the hand inward and outward. Fracture of the ulner sometimes follows an attempt to ward off a blow, and is not uncommon among pugilists. Fracture at the middle of the forearm should be treated in the same manner as



Colles's fracture—internal and external splints applied while the arm is bent at right angles, with the thumb turned toward the chin. The injured limb then should be supported by a sling.

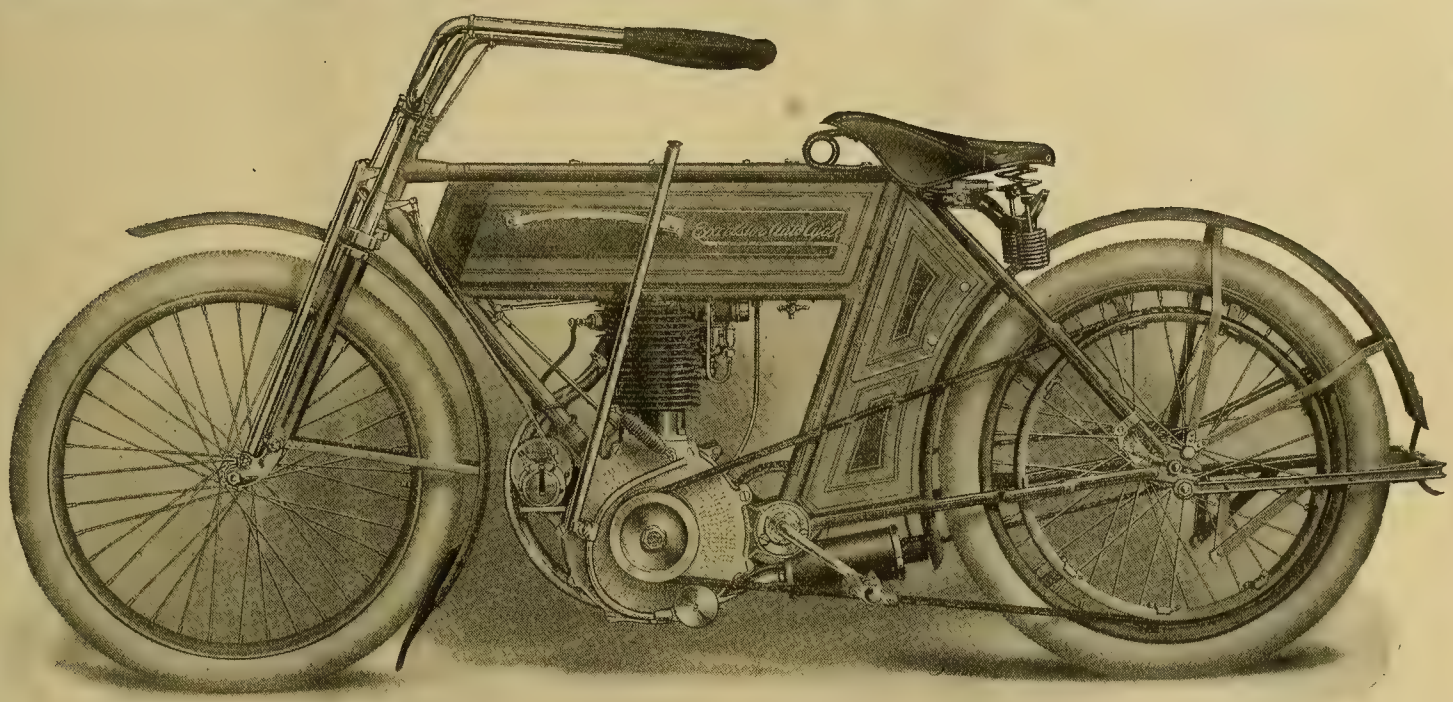
Fracture of the metacarpal bones commonly is caused by direct violence, as a fall upon the hand, or striking a blow with the fist. A common swelling on the dorsum or back of the hand usually follows, and the knuckle corresponding to the broken metacarpal bone is sunken and appears to be effaced. A roller bandage, wad of cotton, oakum, or any small object of a similar nature, as a lemon, tennis ball, potato, etc., should be placed in the palm, the hand closed and retained in this position by a bandage.

Fractures of the phalanges are generally detected without much difficulty, the common signs of fracture being well marked. After reduction has been accomplished splints should be applied to the palmar and dorsal sides of the broken finger. A piece of cigar box may be used for this purpose, although a piece of tin or sheet zinc, entirely covered with adhesive plaster, would be preferable; or, after the fracture is reduced, the finger may be bound to a companion finger or covered with a narrow roller bandage, and stiffened (after being applied) with flour and white of egg, which makes a very good temporary dressing.

Fracture of the femur is one of the common fractures of the body. The great size of the bone—it being the longest bone in the body—and the fact that more or less limping, due to the shortening of the affected limb, may follow this injury (particularly in the adult), makes the treatment a matter of great importance to the surgeon. The femur may be broken at the neck, extremities or middle, the most frequent situation being about the middle of the bone. The fracture is more commonly caused by indirect violence, as falling, etc., and is oblique (in adults), which principally accounts for the shortening that follows. The signs and symptoms usually are well marked. The foot and leg are turned outward, particularly if the shaft of the bone is broken. Fracture of the neck of the femur occurs in old persons and is in a great measure due to the composition of bone at this period of life, which is more dense than at any other time, and also the change of angle of the neck of the bone, and may, in the aged, follow a most trivial cause, as tripping, etc. A long external splint, extending from the axillary space, or armpit, to a short distance below the foot, is sufficient for a temporary dressing. A fence board, which is usually about six inches wide, makes an excellent splint. Before applying the splint, the thigh should be surrounded by a coat properly folded, or a shawl, etc. A bandage should then be carried around the waist, two around the thigh—one above the fracture and one below—and one around the leg and foot each, the bandage being tied on the outside of the splint. If no better support can be devised, the affected limb may be bandaged to the one on the opposite side.

Fracture of the leg usually affects both bones, although the tibia or fibula may alone be fractured, the fibula probably more often than the tibia. The fibula is generally broken nearer its lower extremity, and is known as Pott's fracture. More or less injury to the ankle-joints accompanies the latter. In fracture of both bones, which commonly occurs about the middle, the signs are generally well marked—more so than when either the tibia or fibula only is broken. Pott's fracture is attended with aversion, or turning outward, of the foot, producing a characteristic deformity. Fracture of the tibia, as the result of its superficial situation, is very often compound, the wound communicating with the fracture being frequently caused by efforts of the patient to walk immediately after the injury. The limb should be handled very carefully, and an internal and external splint applied. A pillow placed under the leg, folded over the sides, and properly retained is particularly adapted as a temporary support for this fracture. If the lower end of

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the fibula is broken, and the foot is turned outward, a splint, well padded, should be placed along the inner side of the leg, extending from above the knee to beyond the foot, and the leg and foot bound to it, thereby overlooking the tendency to aversion.

Fracture of the patella (knee cap) may be the result of direct violence or muscular contraction. The more common signs of the injury are inability to straighten the leg; the patient is able to walk backward, however. An examination shows a transverse separation of the knee cap, with an interval varying in width between the pieces. The knee is swollen, tense, and there is great pain. At the moment of the injury the patient often hears a sudden snap. As a temporary measure, a long posterior splint may be applied, carefully bound above and below the knee. The skill of the surgeon is directed toward keeping the pieces in close contact until union takes place. The treatment of fracture of the metatarsal bones and the phalanges of the toes consists in binding the affected toe to the one alongside of it, or by supporting the fragments with compresses or light splints. When the foot is seriously injured by crushing, amputation is often inevitable.

Bandages.

Bandages are used to retain dressings in position, arrest hemorrhage and support and render immovable different portions of the body. For general use they are divided into two classes, roller and Esmarch, or triangular. The materials used for bandages include linen, flannel, calico and muslin. For ordinary purposes, unbleached muslin of a medium texture is the best fabric that can be employed. Bandages should not contain starch nor should they be pieced, as either condition produces considerable irritation of the skin, and also prevents their proper application. Roller bandages usually are made from three to four yards long, and from one to six inches wide, depending upon the part of the body to which they are to be applied—one inch for the fingers, three inches for the upper extremity, and four inches for the lower extremity, and five or six inches for the chest or abdomen. Bandages should always be torn from the piece, unless the material from which they are constructed is very thin. The selvage along the edge of the fabric should always be removed before the bandages are rolled.

The application of a bandage should always be begun by laying the outer surface against the skin. When used to retain a dressing, it may be commenced at any part of an extremity, the soft dressing underneath preventing any undue interference with the circulation. When the bandage is applied for support or pressure, however, it must be started at the extreme end of the limb and bandaged toward the body, otherwise the constriction, particularly if the bandage is drawn tightly, may be followed by strangulation, and gangrene of the tissues below the bandage may result. A bandage should be closely applied to a limb, but not be made tight, and the degree of pressure should be uniform. Should any evidence of strangulation manifest itself by swelling and discoloration, and also a reduction in temperature of the limb below the bandage, the dressing must be at once removed. It is partly for this reason that the toes and fingers are left uncovered in bandaging an extremity—that they may serve as an index to the general circulation of the arm or the leg. A bandage applied dry and wetted afterward is followed by considerable shrinking, and sometimes strangulation of the tissues. A bandage should not be applied to a limb until the latter is in the position in which it is to remain.

The four-tailed bandage is made of a strip of muslin about one yard and a half long and four inches wide, folded and torn from the ends to within two inches of the center of the bandage. One of the tails is usually made wider than the other. One of the purposes of this bandage is to support the lower jaw after a fracture or dislocation. It is to be applied by placing the center of the bandage against the chin, with the wide tails below, when the latter are turned upupward and tied on the top of the head; the upper or narrow tails are carried backward and tie at the nape of the neck. Two handkerchiefs, each folded in the form of a cravat, may be used for this purpose. A four-tailed bandage, for the protection and retaining of dressings about the head, can be made of a piece of muslin, about one yard and a half long and one foot or more in width, folded and then torn from the ends to within six inches of the center. The bandage is placed on the head, the posterior tails being carried forward and tied under the chin, while the anterior are carried backward and tied or pinned at the nape of the neck.

The figure eight bandage is used about joints or where an abrupt enlargement occurs. The hip and shoulder spica are varieties of this bandage. The manner in which the layers cross each other give it the appearance of a figure of 8; hence the name. The operator places himself in front of the limb to be bandaged, which is somewhat elevated, the patient being seated or lying down. The operator, holding the bandage in his right hand, unrolls about six inches of it, the outer side of which is laid obliquely across the dorsum or top of the foot from within outward, and continued around the lower part of the ankle to the inner side, and then again over the dorsum of the foot, crossing the first portion applied, and carried downward to the base of the toes on the outer side. From this point two or three turns are made around the foot, extending upward, and thence again to the ankle, where the circular form is employed.

An inexpensive emergency case of first aid dressings for the bicyclist can be procured at any pharmacy, and can be carried with little or no inconvenience. The kit should contain rolls of 1-inch, 2-inches and 3-inches cotton gauze bandage, a roll of 1-inch adhesive plaster, small amount of absorbent cotton, small bottle of aromatic spirits of ammonia, and a small quantity of powdered boric acid. The entire cost is only about 50 cents.

What Caused the Puncture Epidemic.

Business simply swamped the bicycle repair shops in the Tonowandas, N. Y., on Thursday last. The immediate cause of this sudden rush to the shops was a combination of small boys, a junk dealer from Buffalo and a load of tin brads. The junk dealer bought a wagon load of the tin brads at the factory on Oliver street, North Tonowanda, N. Y. The boys could not let such a good opportunity pass, so they climbed into the wagon and proceeded to scatter the brads by the handful all along Oliver street. As this street is very popular with motorists and cyclists, it was not very long before a number of bicycles suffered punctures, some of them picking up half a doen of the brads in the short space of a hundred yards. The Department of Public Works had to be called in to remove the brads that had not been picked up by the tires.

Touring Troubles in Spain.

According to a tall tale printed abroad, a cyclist travelling in Spain entered a restaurant in Madrid, and, being fond of mushrooms and milk, asked the waiter to bring him a helping of his favorite dish. Not being able to make the waiter understand his pigeon-Spanish, he produced a scribbling block, sketched a picture of two mushrooms and a cow thereon, and handed it to the waiter. The waiter, after gazing at the sketch, was struck with a bright idea as to the customer's wants, and disappeared. He returned in a few minutes armed with —two umbrellas and a ticket for a bull fight.

What Frightened the Pugilist.

Although he is a pugilist, August Sulzmann, of Newark, N. J., was so frightened by the theats of a crowd that after running down Frank Harrington, an eight-year-old boy, with his motorcycle, on the 30th ult., he hastily remounted and rode away. He returned to the scene of the accident, in Warren, N. J., about an hour later, however, to inquire about his victim. Although he left his motorcycle behind on the second visit, he was promptly recognized and arrested, being held to await the result of the lad's injuries.

Two Tourists on Long Journey.

Equipped with touring equipment and sleeping tents, Howard S. Taylor and Tlbert Paterson left Indianapolis, Ind., on the 25th ult., for a 2,000 miles motorcycle trip to Montana. The journey is to be at a leisurely tourist's pace.

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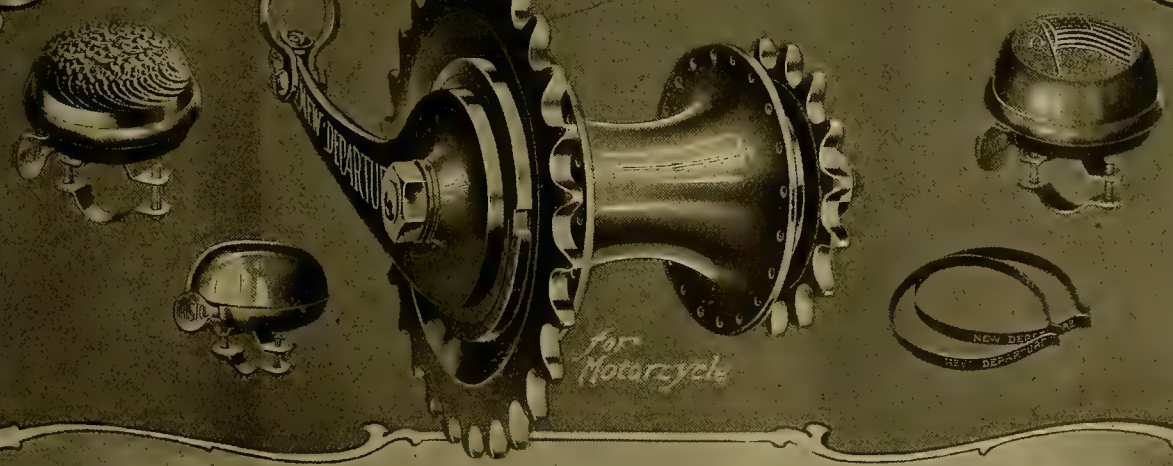
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RECENT PATENTS.

947,945. Bicycle Attachment. George T. Sampson, Dayton, Ohio. Filed Dec. 3, 1908. Serial No. 465,767.

A device for coupling a vehicle to the rear of a bicycle, comprising a coupling fork having an eye piece in its rear portion adapted to form a universal joint with a clip on the front portion of the vehicle to be attached, and the forward portion of said coupling fork having upright portions adapted to be rigidly secured to the rear horizontal fork of the bicycle frame.

948,250. Motorcycle. Lawrence D. Robinson, Lenox, Ga. Filed Oct. 21, 1909. Serial No. 523,813.

The combination with a cycle frame, of a rock shaft mounted transversely thereon, crank arms depending from the ends of said shaft, levers pivoted to the lower ends of the said crank arms, springs connecting the front ends of the said levers with the crank arms, wheels carried by the rear ends of the said levers, and an operating lever extending upward from one end of the rock shaft.

948,349. Bicycle and Motorcycle Holder. Walter A. Settle, Wallace, Idaho. Filed March 10, 1909. Serial No. 482,418.

A device of the class described, comprising a bracket or collar for attachment to the bicycle, a hollow sleeve having at one end an eye, a screw eye connecting the eye of the sleeve with the bracket, said sleeve having a longitudinal slot whose edges are notched at spaced intervals, the notches of one edge registering with the notches of the other edge, a supporting member slidable in the sleeve and provided at its inner end with a recess, a spring secured by one end within the recess and provided at the other with a button projecting through the slot, said button having a laterally extended body for engaging the notches for retaining the supporting member in adjusted position with respect to the slot.

948,507. Motorcycle Frame. Carl L. W. Huser, San Antonio, Tex. Filed Nov. 20, 1908. Serial No. 463,656.

1. In a cycle frame, a rear fork pivoted to swing in a vertical plane, a spring to resist the upward movement of said fork, a rear stay, and a cushioning member carried by the stay and engageable by the fork to receive the vibratory shock of the frame in a direction opposite to that of the one sustained by the aforesaid spring.

948,743. Spring Fork. Murray Schenck, Middletown, Ohio, assignor to The Miami Cycle & Manufacturing Co., Middletown, Ohio, a corporation of Ohio. Filed March 18, 1907. Serial No. 363,136.

1. In a spring fork, the combination of a stem, a bridge piece secured thereto, spring supports on the bridge piece in front

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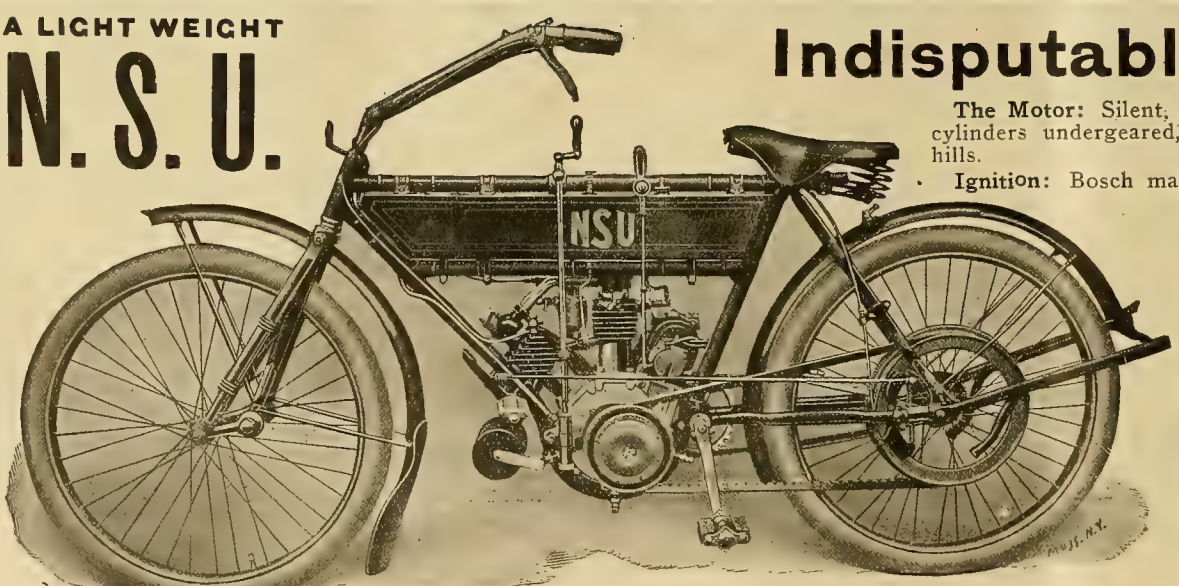
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and rear of the stem, a crown pivoted to the stem, a forward spring seat on the crown resting above the forward spring seat on the crown resting above the forward spring support, bolts, one passing loosely through holes in each pair of spring supports and seats and engaging the spring supports, nuts on the ends of the bolts, and springs encircling the bolts compressed between the nuts and the spring seats.

949,918. Variable Speed Gear. Charles G. Stewart, Torrington Conn., assignor to Reading Standard Co., Reading, Pa., a corporation of Pennsylvania. Filed May 16, 1908. Serial No. 433,200.

1. A variable speed gear for motorcycles or the like comprising a relatively fixed bearing, a driven gear having a hollow hub mounted in said bearing and a clamping plate rotating therewith, planet pinions carried by said plate, a drive gear meshing with said pinions, an axle in said hollow hub, a sun gear and co-acting clamping plate mounted on said axle, and means for reversely moving said axle longitudinally to respectively connect or disconnect said drive-gear and driven gear and simultaneously unlock or lock said axle to the fixed bearing substantially as set forth.



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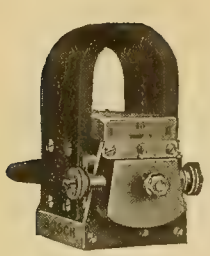
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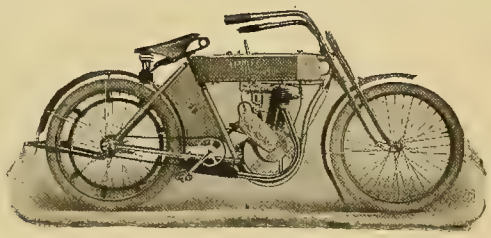
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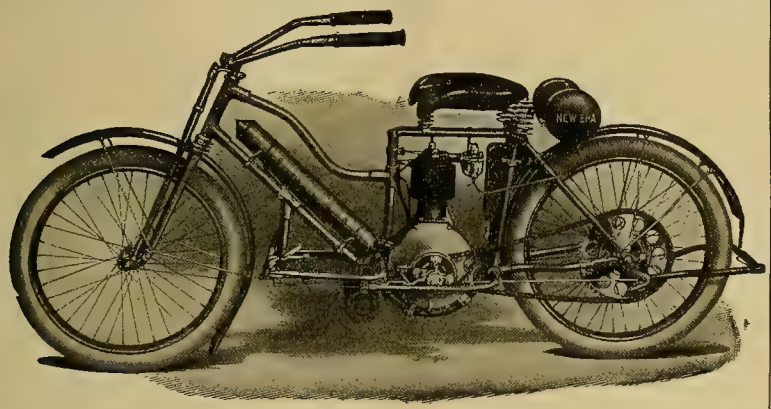
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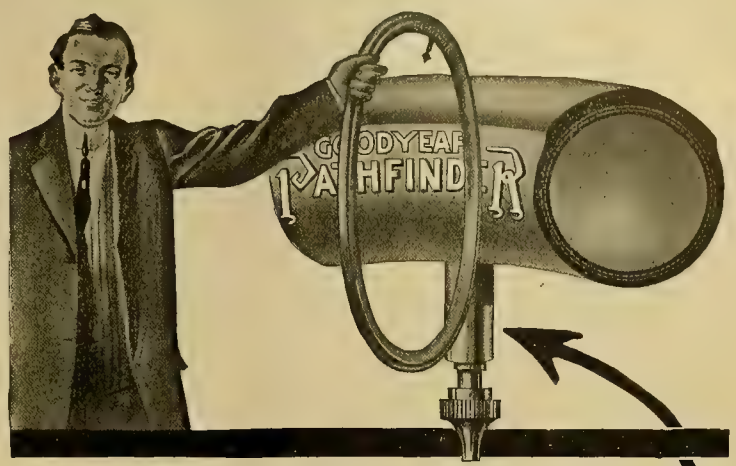
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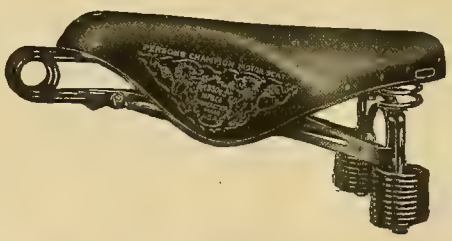
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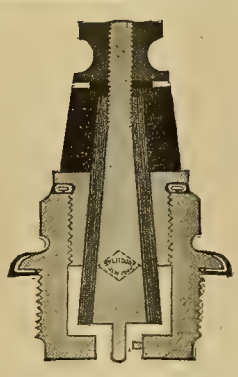
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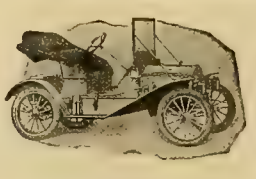
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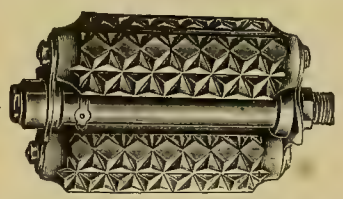
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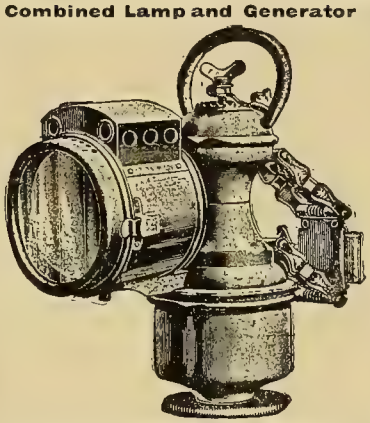
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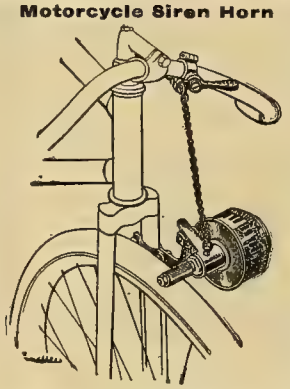
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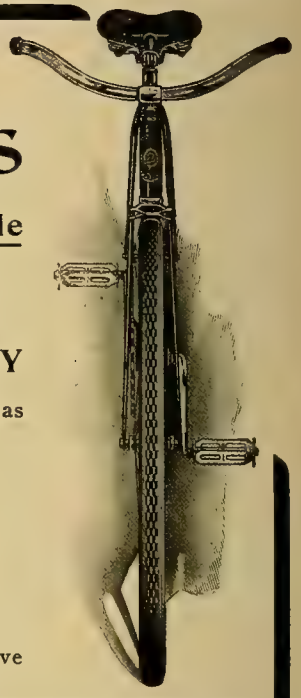
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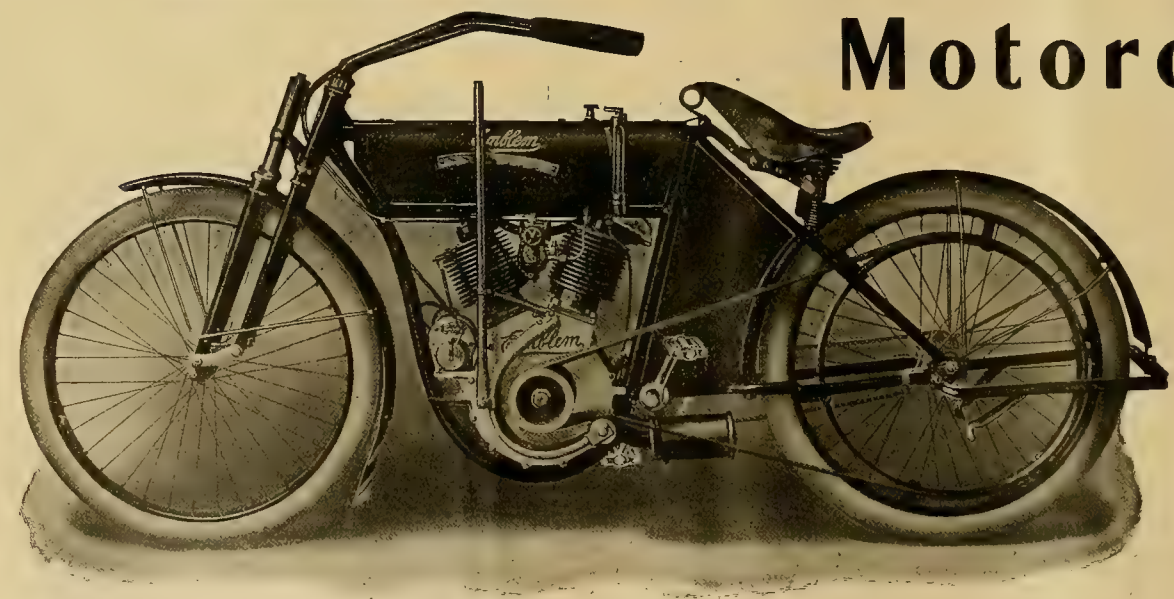
245 East South Street
Indianapolis, Indiana

Branches at New York, Boston, Philadelphia, Cleveland, Chicago, Detroit, Providence, Minneapolis, Omaha, Dallas, Los Angeles and San Francisco.

The Man Who is Looking for His Money's Worth

obtains full value when he purchases an

EMBLEM Motorcycle



Full length triangularly reinforced frame; ball bearing engine; large valves; interchangeable ignition system; copper tanks; horizontal saddle post—these are only some of the Emblem features.

4 and 5 h. p. Singles
7 h. p. Twins

Catalog and Agency Terms on request.

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.

AN UNSOLICITED TESTIMONIAL

as to the value of

G & J TIRES

On May 18th and 19th Mr. Perrin B. Whitney, manager of the "Indian" Branch in Chicago, accompanied by Messrs. Fred Huyck and Harry W. Miller, made the Chicago-Indianapolis round trip.

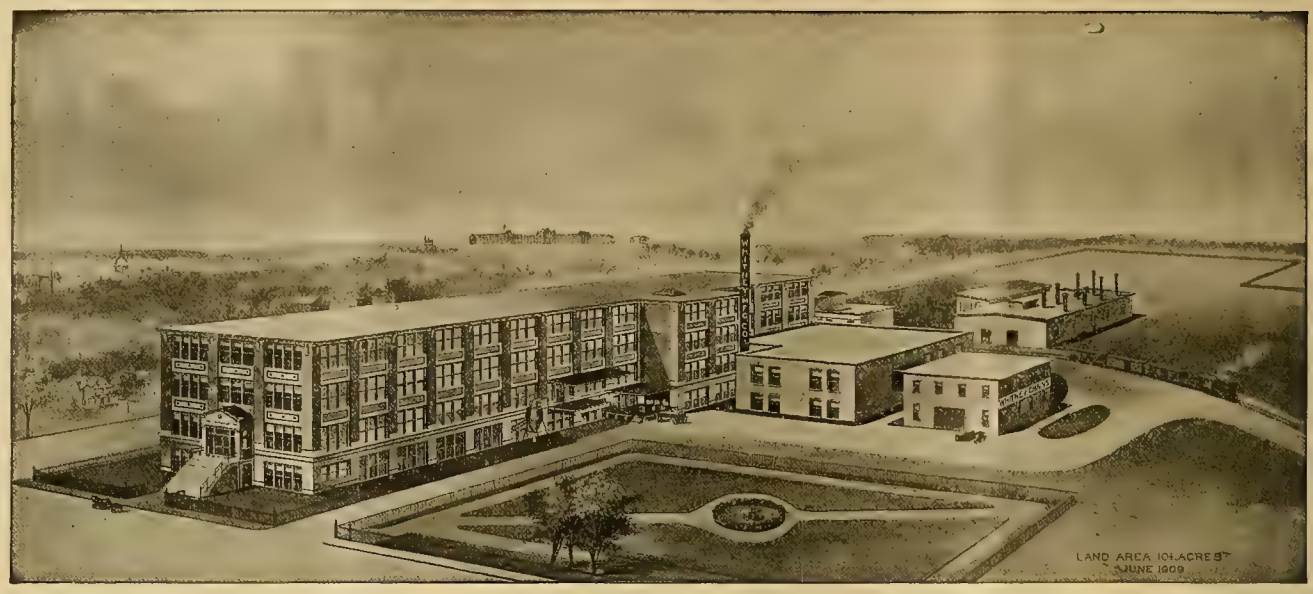
Mr. Whitney writes under date of May 26th, 1910:

"As almost the entire trip was over muddy and very bad roads we had all kinds of chance for skidding, etc. By using the Bailey G & J Tire we found it possible to ride these roads even when they were very slippery with very satisfactory results. We encountered several thunder showers and for two days were in an almost continual rain from the time we started until night.

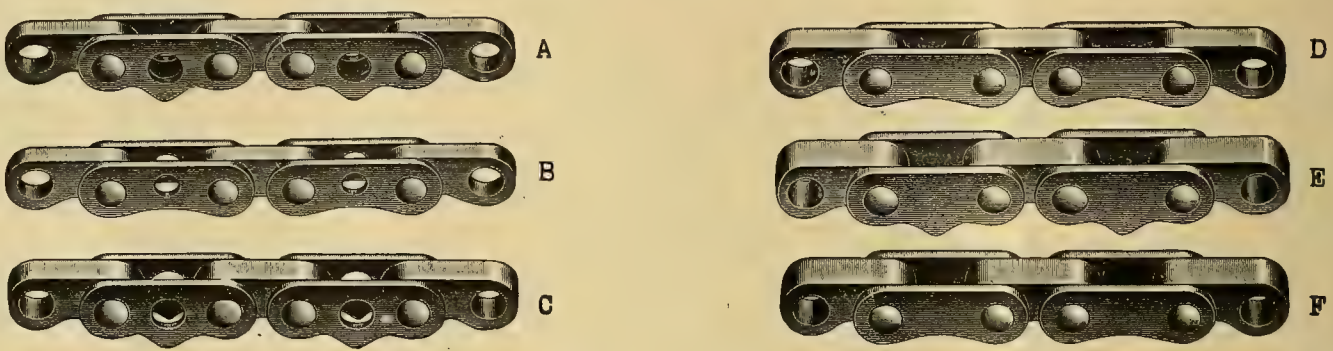
The 1910 G & J Tires are the most satisfactory tires ever constructed. We have had absolutely no replacements to make so far this year, either in casings or tubes, which is certainly a very satisfactory record from every point of view."

G & J TIRE CO.

Indianapolis, Ind.



"Whitney" Chains are made in one of the most modern of American fire-proof factories.



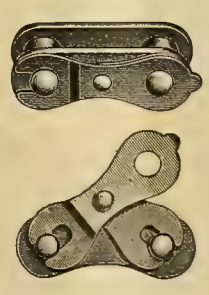
If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE

Our New Roller Chains ⅝" Pitch

For Motorcycles, Etc.



New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains



THE WHITNEY MFG. COMPANY

Hartford, Connecticut

Did You Notice
THE INDIAN
Records

MADE ON DECORATION DAY?

The Indian Made the Running Everywhere

Chicago—10 Firsts; 7 Seconds.

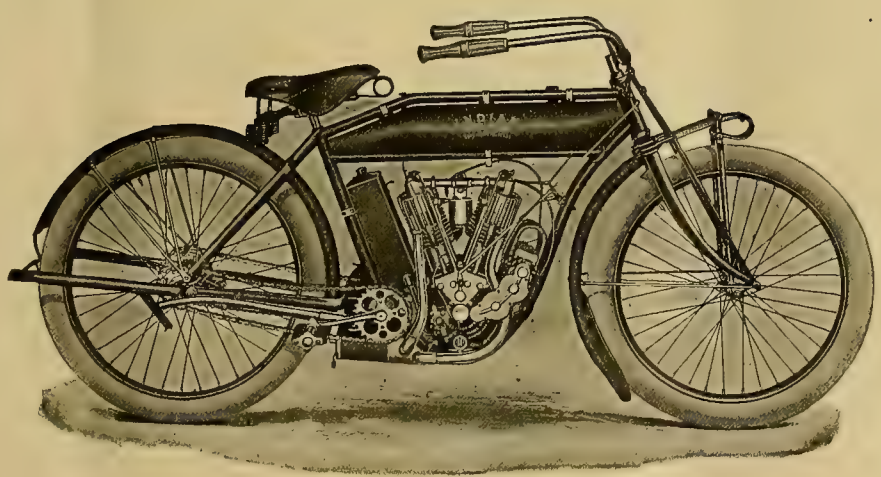
New Jersey Motorcycle Club Endurance Run—343 miles. 5 Perfect Scores out of 10.

Won Manufacturers' Team Contest. (The Indian team only one that climbed the big hill).

Fresno Motorcycle Club 400 Mile Endurance Run—Of 6 to finish 2 were Indians.

SAME STORY EVERYWHERE ELSE

Quality
Power



Efficiency
Reliability

Send for Illustrated Catalogue B that tells all about the Real Thing in Motocycles.

THE HENDEE MANUFACTURING CO., Springfield, Mass.

Chicago Branch
1251 Michigan Avenue

London Depot
184 Gt. Portland Street

Quality tells in the long run and the longer the run the more it tells.

This is the way the quality of

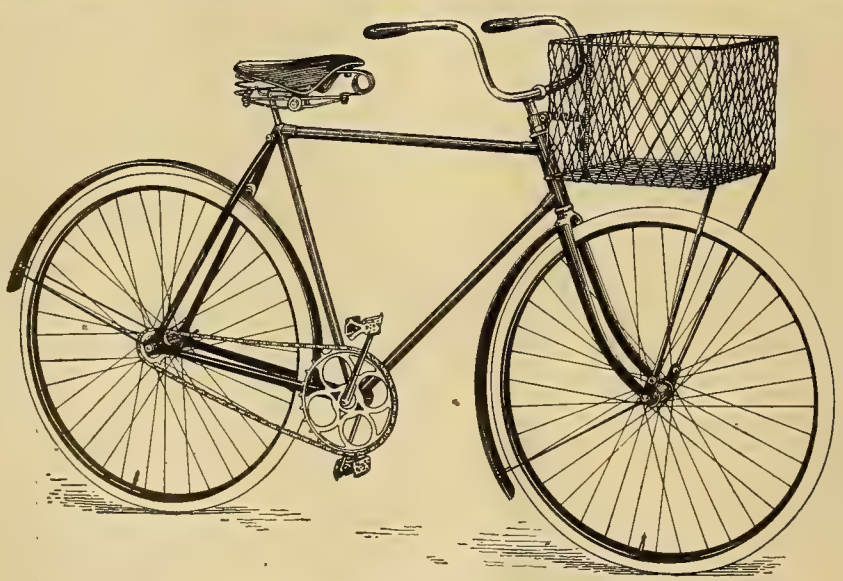
MORGAN & WRIGHT MOTORCYCLE TIRES

told in the 226-mile Tyrrell Trophy Run from New York to Hudson and return, May 21st. Time—12½ hours.

18 riders started—most of them riding big 6 and 7 H. P. Machines.
12 out of the 18 machines were equipped with Morgan & Wright Tires.
Out of the 14 perfect scores, 10 were made on Morgan & Wright Tires.
Harry Mapp, who won the Diamond Medal, rode Morgan & Wright Tires.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT, Detroit



Dimensions of Carrier 18 inches wide, 12 inches long and 10 inches deep.

The Consolidated HEAVY SERVICE Bicycle

Just what the name means in every sense of the word. ¶ A necessity in every retail business.

MR. DEALER: GET BUSY

A Few Features:

Outside joint frame—19 ga. tube—tandem spokes, 36 front, 40 rear—motorcycle front hub, rear to match—Diamond 37 chain—steel rims—two-piece hanger, mechanically correct and proved, etc.

Write for literature today. Investigate the Real Heavy Service Bicycle. ¶ Compare these specifications with others.

THE CONSOLIDATED MANUFACTURING CO., 1709 Fernwood Ave., TOLEDO, OHIO

DISTRIBUTORS:

KEYSER FRY, Reading, Pa.
WM. H. HOEGEE CO., Los Angeles, Cal.
THE BEAN SON CO., Oakland, Cal.
PACIFIC COAST RUBBER CO., Tacoma, Wash.
PACIFIC COAST RUBBER CO., Portland, Ore.
ALEXANDER-SEEWALD CO., Atlanta, Ga.

Pittsfield Motorcycle COILS

provide a sure, sharp, hot spark from even a faint primary. No motorcycle service is hard for them, or can lessen their remarkable efficiency.

Supplied with either flat or conical end. The one cylinder, four lead Pittsfield Coil sells for $8.00, and the two cylinder, five lead Pittsfield Coil sells for $9.00.

Pittsfield Spark Coil Co.

DALTON, MASS.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

"Building Tires on the Conscience Plan"

FISK *Quality*

Bicycle Tires

EVERY CYCLIST HAS A FINGER IN THE MAKING OF FISK **Quality** BICYCLE TIRES. From the start, commencing with the purchase of materials, continuing through each stage of manufacture, testing and inspection, the dominating question is: "What will the user think and say of our product?" With this thought, and the feeling of responsibility to those who use our tires dictating every step, we can build Only the Best.

WE ARE SOLICITOUS first in the selection of machinery—it must be up-to-date and of the latest design. **We are solicitous** in the purchase of raw materials—they must be of the highest grade. **We are solicitous** in the selection of workmen—they must be honest, expert, and filled with the ever present spirit of "What will the user think and say?" **We are solicitous** in our inspection and testing departments—all of our products before leaving the factory must be examined with the one thought in mind—"What will the user think and say?"

OUR SOLICITATION DOES NOT END WHEN THE TIRES ARE SOLD. **We are more than ever solicitous** that our products shall give satisfaction in actual work, and in order properly to realize this satisfaction we have established branches in the important cities of the United States, where the wants of Fisk users are carefully, courteously and expertly provided for. These branches carry a complete stock of tires and maintain a modern and thoroughly equipped repair department.

We Rest Easy When Our Tires Have Outlived Their Days of Usefulness, for We Know We Have Exercised Every Precaution and Care to Make Those Days a Credit to Us and a Satisfaction to Our Customers.

A POST CARD WILL BRING NEW LITERATURE THAT WILL INTEREST YOU

THE FISK RUBBER COMPANY

Department E CHICOPEE FALLS, MASS.

Branches in Seventeen Cities

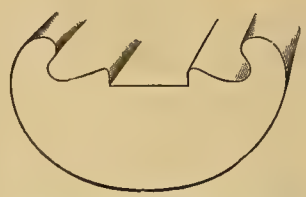
THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

MANUFACTURERS OF THE

Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.



Crescent. Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE — ONAWAY, MICH.

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

—

STANDARD RUBBER PEDALS

—

SAGER TOE CLIPS
CYCLE AND MOTORCYCLE TYPES

ALL are necessities; all are ready sellers and in continued demand. All are top-notchers. No stock is complete without them.

■

QUOTATIONS ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

If you never have tried it,

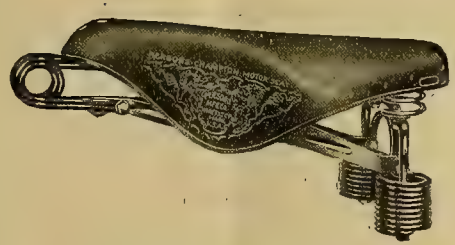
Put a Persons

on your bicycle or motorcycle and learn the real pleasure that comes of a saddle which is not merely good but superlative.









It will not only add to your creature comfort but will improve the looks of your machine. Quality will tell no matter where it is placed.

Persons Mfg. Company
WORCESTER, MASS.

Columbia

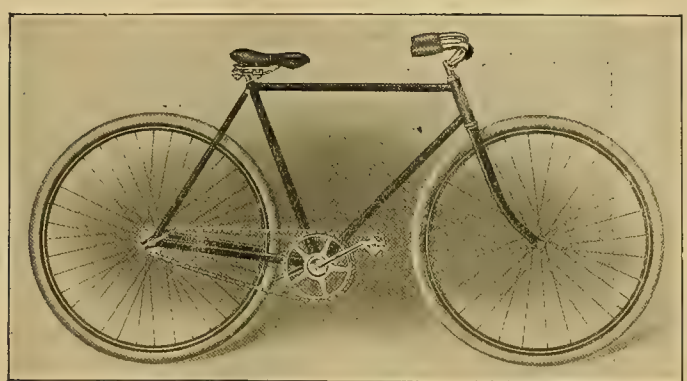
BICYCLES

Have you found a strong, increased demand for high grade machines during this splendid year of bicycle trade?

Are you getting your full share of the profitable high grade business?

Columbia Dealers can answer "yes" to both questions.

These are times when the public will readily pay a fair price for bicycles of known reputation and standard quality. It's an opportunity for many dealers to put their business on an even higher and more satisfactory basis.



Columbia Roadster, Price $40

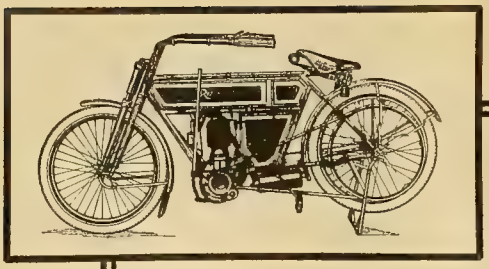
A Columbia Roadster at $40

represents the highest value to any rider who can appreciate the difference between a high grade trade-mark bicycle of sterling worth and one of doubtful origin whose only virtue is its cheapness.

THE POPE MANUFACTURING CO.
Hartford, Conn.

MADE BY THE POPE M'F'G CO. WESTFIELD, MASS. U.S.A.

Buy a Trademark Bicycle— a Columbia



Here is the Story

Pittsburg, May 16, 1910.

Mr. W. K. AURANDT,
Miami Cycle & Mfg. Co., Middletown, Ohio.

Dear Sir:—Feeling that you might be interested to know what we thought of the new 1910 Racycle motorcycle, we thought that we would write to you.

As you know, the hills here are very bad, and we knew that belt machines, in general, would NOT do the necessary work. Anyway, we tried it, and she did climb a bad one and did it easily. Later on, another dealer offered to bet a rider of ours that there was no single cylinder belt machine in the city capable of climbing South Negley Avenue.

The first we heard of this was after the person who heard the offer had borrowed the Racycle and tried the hill. Then he came back very much disgusted, and told us that the dealer had backed down when he offered to put money up that the Racycle would climb it.

It has always been our contention, as you know, that a belt machine would not climb the hills. Admitting that they run much smoother, you can understand that our handling them is a pretty good proof that they will do the work.

We have had dealings with most of the bicycle and motorcycle manufacturers in our day; and the writer does not remember one that treated us any better than your people have, for fairness, courtesy or promptness.

Unless the Comet hits Pittsburg, we will be here when you come again. If it does, look for the grease spot.

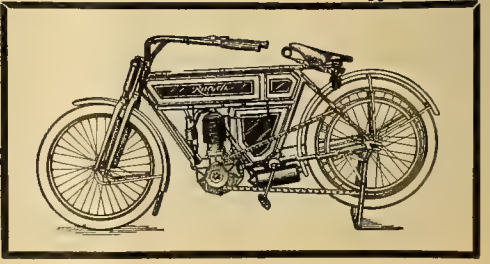
Very truly yours,
THE MOTORCYCLE EXCHANGE,
Per P. L. Johnson.

YOU WILL HAVE A SIMILAR STORY TO TELL IF YOU TAKE THE RACYCLE AGENCY

THE MIAMI CYCLE & MFG. COMPANY

Middletown, Ohio

Members M. M. A.



THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. New York, U. S. A., Saturday, June 11, 1910. No. 12

LONN SAILS ON EUROPEAN MISSION

Marketing Parts, not Bicycles, Abroad—Pessimistic About Exporting Complete Machines—Big Business Here.

Charles Lonn, vice-president of the Great Western Mfg. Co., of Laport, Ind., sailed this week for a business trip to Europe. He will be absent nearly two months, during which he will visit practically all of the continental countries, not excepting Russia, Norway or Sweden. It is not, however, to advance the sale of the Great Western bicycles that Lonn is making the journey. His trip has to do entirely with Fauber crank hangers, which long have enjoyed a considerable European sale.

Mr. Lonn is distinctly pessimistic regarding the future of American exportation of bicycles, and thinks that American bicycle manufacturers practically are out of the running. Apart from advantages of proximity possessed by their European rivals, Mr. Lonn believes that the difference in the price of labor is too great a handicap for the Americans ever to overcome, as the cost of labor in this country, instead of lessening, constantly is increasing.

The Great Western Mfg. Co., however, has no fault to find. If foreign demand for its bicycles has been lacking, it has enjoyed its full share of the renewed prosperity which has come to the trade in this country. Mr. Lonn stated that the factory at Laporte still is 6,000 bicycles behind its orders, and that had they been able to cope with the unexpected demand the Great Western people easily could have disposed of ten thousand additional machines. To provide for the future, the company has had plans drawn for a considerable addition to its plant, work on which probably will commence on or about the first of next month.

Tucker Purchases Acres of Rim Wood.

J. B. Tucker, president of the Tucker Woodwork Co. of Sidney, Ohio, was in New York this week en route from Maine, where he had consummated the purchase of rights for 20,000 acres of maple stumpage. The transaction was made in the name of the Tucker-Lovell Co., the Lovell of which is same who is identified with the K & C Mfg. Co. of Henniker, N. H. As the company previously possessed the rights to 20,000 acres of maple, the additional purchase, in the words of Mr. Tucker himself, will give them sufficient maple for their wood rims "for all time to come."

Woodbase Saddles from Worcester.

The Standard Specialty Mfg. Co., which recently was organized in Worcester, Mass., chiefly for the production of woodbase saddles now has those goods ready for marketing. The saddles are made in patterns for both bicycles and motorcycles. While woodbase saddles will be the leading line of the company, of which W. H. Hunt is president, a number of leather and metal specialties also will be manufactured, among them tool bags, tool kits and motorcycle belt fasteners.

Hanna Disposes of His Business.

George H. Stevens and R. Y. Moye have purchased the business of Joe D. Hanna, at 1008 Florida avenue, Tampa, Fla. Stevens is an experienced bicycle man who has been engaged in the business in Florida for some fourteen years.

Mysterious Fire Damages Ditzel's Store.

Fire badly damaged the bicycle store and stock of George Ditzel, 141 Elm street, Newark, N. J., late Sunday night last, 5th inst. How the fire originated is a mystery.

MIXES MOTORCYCLES AND TRUCKS

Chicago Show Puts Them Together in the Second Week's "Commercial" Display—New York Plan not Decided.

It was officially made known this week that the motorcycle section of the next Chicago automobile show will be included in the second week's display, February 6th to 11th, which will be made up chiefly of commercial vehicles. There will be exhibits of pleasure cars also, but they will be merely those cars for which no room can be found during the preceding week.

Next year will be the first year that the two national shows, those in Madison Square Garden, New York, and in the Coliseum, Chicago, have occupied a period of two weeks, and how the motorcycle section would fare in the new ararngement has been a cause for some speculation. In each city the buildings will be emptied at the close of the first week and refilled with entirely new exhibits. The second week will be known as a "commercial vehicle show." While the new order of things probably will afford more room for motorcycles, whether the advantage will compensate for their being associated with wagons and trucks is a question.

Reports have been current that the management of the New York show would take action similar to the Chicago managers, so far as motorcycles are concerned, but when asked yesterday if this were likely to be the case, Secretary Downs, of the New York show committee, stated that absolutely no decision had been arrived at.

Pittsburg House on Jobbers List.

The Sportsmen's Supply Co., of Pittsburg, Pa., has been added to the roll of the National Association of Bicycle Jobbers.

ENHANCING ENGINE EFFICIENCY

Prospects for Getting Additional Power from the Exhaust Gases—Attractions of the Turbine Idea.

Although the desire for motorcycles of very high power is not so general as it was a few years ago, it is undoubted that the aim to obtain as much of it as possible from engines of given dimensions still exists and that the methods of attaining that end still possess keen interest. According to the point of view, there are two principal ways in which engine power can be raised. The impulse of the average man probably is to raise the power output by the simple plan of increasing the dimensions of the engine, or by adding more cylinders. The engineer, brought up to strict notions of economy, would prefer to seek means by which more power could be obtained with the same size of engine.

To those who have the economical impulse the great amount of energy which constantly is going to waste through the exhaust is a source of deep concern. Almost innumerable ideas have been born of considering the simple fact that as high as 40 per cent. of the heat which is generated by the burning of the gas is permitted to go to waste through the muffler pipe. It is easy enough to increase the size of the engine in order to obtain more power, but that process involves the addition of more weight to the machine, increased first cost and also increased gasolene consumption, or operating cost.

Furthermore, as frequently has been pointed out, the true essence of fuel economy as applied to motorcycles is that increasing the fuel consumption involves carrying more for a given distance to be traveled than otherwise would be demanded. Improving the economy of the engine, then, means increasing its radius of travel on a single tank full of gasolene. Obviously, from this point of view, therefore, it would be highly desirable were it possible to get more work out of a given amount of fuel; it would be more desirable than getting more work out of the engine by any other means.

The idea of improving engine economy by the expedient of using up the waste heat by no means is confined to the motorcyclist. In the design of large power plants it has been applied with most amazingly successful results. Steam engines are made economical by compounding, that is to say, by using the exhaust steam from one cylinder in another of larger dimensions. The principle has been carried as far as four stages, though not with as successful results as might be expected; while an even more remarkable application of the same idea is achieved by employing the heat of the exhaust steam to vaporize some highly volatile liquid, such as ammonia or carbon disulphide, the gas thus produced being used in exactly the same way as steam in operating a secondary engine.

Modern invention has produced a simpler and more practical combination than this, however, in the use of what is known as the exhaust turbine. In many large power plants the waste steam from the reciprocating engines now is diverted into a turbine casing, where it continues to expand, giving up more power to the rotating shaft, until finally it is rejected practically devoid of any further available energy. In this way it has been found possible practically to double the power output of a plant without increasing the boiler capacity; to recover a large percentage of waste heat, in other words.

From even the most casual knowledge of these facts, the conclusion is reached that were it possible to apply the same general plan to the internal combustion engine considerably more power would be obtained at no more expense of fuel; in other words, that a considerable increase in efficiency would be secured. It is safe to say that the impulse to apply one or more of the schemes for draining the cup of energy to the last dregs in one or more of the methods outlined has come to nearly every gas engine inventor who has mulled over his work since the early days when it was still something of a problem to make an engine run at all. Compounding has been tried, but without great success, and so have a number of the other plans which have worked out to better advantage in large power plants.

But the rapidly increasing vogue of the turbine, as employed in all sorts of work tends to keep alive the question of the possibility of employing it as an aid to the work of the regular gas engine. The gas turbine itself, though long sought, still refuses to materialize at the bidding of the inventor. There are many students of the subject who believe that it never can be made practical, because of the great heat involved as well as for a number of other important reasons. The case of the exhaust turbine is altogether different, however. The temperatures of the exhaust gas are much lower, in the first place, while it also is true that as the heat available is waste heat, it is not necessary to secure as high a rate of economy with the exhaust engine as with one which uses all the heat generated. Since any power gain is clear gain, it is conceivable that even a wasteful process under certain circumstances can be made profitable of employment.

So it has come about that more than one inventor has considered very seriously the idea of applying to the crank shaft of the gas engine a little turbine wheel which should be impelled to turn by the pressure of the exhaust gas. Only a few months ago such a project was launched, though applied to larger engines, and in principle its action was both attractive and promising. The same idea easily might be carried out in connection with the small motor designed for motorcycle use. Mechanically, it need not involve the addition of a great amount either of weight, cost or mechanical complication. It would not add materially to the bulk of the engine, and as it would involve only one moving part, the wheel, or rotor, itself, it is evident that it would add little or nothing to the burden of the user in caring for or operating the machine.

The fly in the ointment is the simple fact that the design of a suitable wheel for the purpose by no means is a simple matter. Therefore, while it is readily possible to conceive of such an improvement, it is not a foregone conclusion that anyone who acknowledges the impulse could go to work and construct an exhaust turbine attachment for his motorcycle with any degree of certainty that it would be as much of an improvement as he might expect. The point is that, while some increase in power would be achieved, it might be insufficient to make up for the additional bearing friction, or even for the added weight of the extra parts. Therefore the construction of exhaust fans is a thing not to be undertaken on the spur of the moment.

Nevertheless, adding to the power of the engine in this fashion is a project which is certain to come in for more or less consideration as time goes on. That it ultimately will be realized in a practical way cannot be predicted at this time; it is not unlikely that it may. Certainly the problem is one well worth studying in all its bearings. The underlying object is most vital, since it contemplates the extraction of useful power from otherwise useless waste.

Installing a New Carburetter.

When installing a new carburetter on a motorcycle, especially if the new device be of a different type from that which it replaces, it is extremely important to see that it is leveled properly. Manufacturers' instructions usually specify the best working level for the fuel in the jet, and it is unreasonable to expect anything like satisfactory service unless this condition is fulfilled to the letter. Another important point is to see that the grip control movement is connected in such a way as to allow full play to the throttle.

Bearings That Need Adjustment.

Magnetos which are equipped with plain armature bearings should not be permitted to deteriorate until the shaft supports are worn sufficiently to permit a noticeable amount of rattle or side movement of the journals. When such is the case there is some tendency for the outer windings to scrape against the pole pieces. If this occurs, it will result in wearing away the insulation, exposing the bare wires to short circuits and necessitating extensive and costly repairs to the instrument.

CONCERNING REPAIR OF CHAINS

The Wrong Method and the Right One—Desirability of Proper Tools for Facilitating the Work.

Although apparently a very simple job, the overhauling of motorcycle roller chains, is not the simplest task the repairman can undertake unless he is equipped with suitable tools for the work. When a chain has become badly worn from hard sevice, it generally is considered most practical to replace the entire member with a new one; but if some parts occasionally are less highly tempered than others, or contain some hidden defect, or perhaps because of some unusual local strain, some links will be found in exceptionally poor condition when the rest of the chain still is very good, then the replacement of parts should be made whenever it is found that any parts are badly worn. Repairmen generally speak of the stretching of a chain, but, in the strict sense of the word, while a chain gradually will become longer after steady service, it does not stretch, the elongation being due entirely to the aggregate wear of the many component parts.

Riveted chains are the most difficult to repair. The parts which comprise one link of a riveted chain are two pins, two rollers, two bushings, two inside and two outside plates. In assembling these components, the proper method is to first smear the parts with grease or graphite, and slip the bushings and rolls over the pins; next, the inner side plates with chambered edges out are pressed on to the bushing shoulders, which are designed for a driving fit, and a few light taps with a hammer should be sufficient to drive the side plates home to the end of the shoulders. To complete the assembly, the two outer side links are driven on to the ends of the pins, which are designed for a force fit, and the ends of the pins then are lightly peened over to prevent the side plates coming adrift.

In repairing a chain two common errors generally are made. The first is by laying a link with rivet side up on the jaws of a vice with just enough pin clearance between the latter and attempting to drive out a pin with a drift or punch. The second erroneous method is to place a link between the vise jaws with a nut on one side with its hole concentric with the rivet to be removed, and a stud on the opposite side with its point pressing on the adjacent head of the rivet. Neither of these methods are open to criticism from a mechanical viewpoint, and would be quite applicable and successful were it not for the shoulders on the pin which prevent it being forced through the plates without injury to them. Chain makers stock special tools for repairing chains and they are so simple, efficient and inexpensive that they are well worth having. The outfit consists of a channel block, a slotted table plate for holding the chain, and drifts for driving out or heading over the pins.

Booming the Trade's Bowling Tournament.

If the bowling tournament, which is to be the first of the social features of the trade's mid-summer convention at Atlantic City, August 3rd to 5th, is not a howling success, it will not be due to lack of effort and enthusiasm on the part of W. J. Surre, chairman of the committee of arrangements. He is simply "full of it," and in order that the tournament shall assume formal proportions, Surre has appointed a committee, representing each department of the industry, to conduct the affair. Of this bowling committee, T. R. Palmer is chairman, the other members being as follows: De Witt Page and W. C. Stokes, Cycle Parts and Accessories Association; J. W. Grady, F. A. Baker and Henry Horton, National Association of Bicycle Jobbers; George M. Hendee and W. F. Rempis, Motorcycle Manufacturers Association; W. G. Schack and Ignatz Schwinn, Bicycle Manufacturers; B. A. Edgar and F. C. Cornish, Traveling Men. The teams will be made up of five men each, and each of the interests represented will be privileged to enter two teams. Cups will be awarded to each member of the victorious team, while two additional cups will be offered for the highest individual scores.

Persons Issues a Stirring Poster.

Plenty of life and action is apparent in the stirring scene on Riverside Drive, New York, in colors, which adorns the center space of a large wall hanger or poster which is being distributed by the Persons Mfg. Co., of Worcester, Mass., and bearing on its margin illustrations and descriptions of the nine foremost models of Persons bicycle and motorcycle saddles. The central design of the poster, which is quite out of the ordinary, shows a speed brush on the boulevard between a young woman cyclist and a man driving a fast trotting horse, in which contest the fair cyclist appears to be getting the better of it. In the background the view reveals a great proportion of cyclists among the users of the broad roads which extend off into the distance.

Eclipse Sends Out Unique Souvenir.

Until they received one from the Eclipse Machine Co., of Elmira, N. Y., it is safe to say that many men were unaware that anything in the form of stone could be used in lieu of blotting paper. The blotting stone, which the Eclipse company is distributing, is therefore not only a useful souvenir but an educational one. It is of convenient form for desk use, and when not employed for absorbing ink serves as a paper weight. The stone is a permanent blotter in that it can be washed after it has performed much use.

VALUATION CLAUSE IS UPHELD

Court Sustains Express Company's $50 Limitation—Plaintiff Obtains but $50 for Loss of $20,000 Shipment.

Alarming and in the nature of an "eye opener" to all manufacturers and others who have occasion to ship valuable goods by express, a remarkable opinion has been enunciated in the United States District Court, for the Northern District of New York, by Judge Holt, the result of which was the return of a verdict for $50 as the damages to which the Pierce-Arrow Motor Car Co., of Buffalo, N. Y., is entitled from the loss of $20,000 worth of cars and accessories destroyed in an express shipment. The limitation of the damages to $50 is due to the fact that the Pierce-Arrow company placed no declared value on the goods in giving them to the express company for transportation.

Four automobiles, a body and a number of accesories were shipped by the Pierce company in March, 1907, by Wells-Fargo express to San Francisco, Cal. The shipment was destroyed by fire in the derailing of a freight car on the Atchison, Topeka & Santa Fe railroad. Because of the loss, the Pierce company brought suit against the Wells-Fargo Express Company for $20,000 damages.

In the hearing of the case before Judge Holt, at Richester, N. Y., on the first of this month, the attorney for the express company based his resistance to the awarding of more than $50 damages on the ground that when shipping the goods the Pierce company chose to sign a regular bill of lading and refused to put a valuation on them. The usual express receipts, such as the automobile company was given, contains the following clause:

"Charges are based upon value, and the liability of the express company is limited to $50, unless a greater value is declared at the time of shipment."

Judge Holt upheld the counsel for the express company in his contention that the Pierce company, having refused to declare a greater value than $50, could not recover damages in excess of that amount. The jury was directed to return a verdict of $50, with interest, for the Pierce-Arrow company.

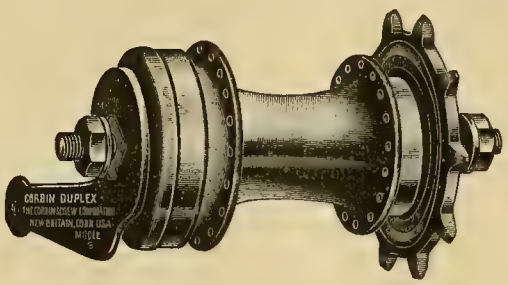
N. S. U. Two-Speed on Open Market.

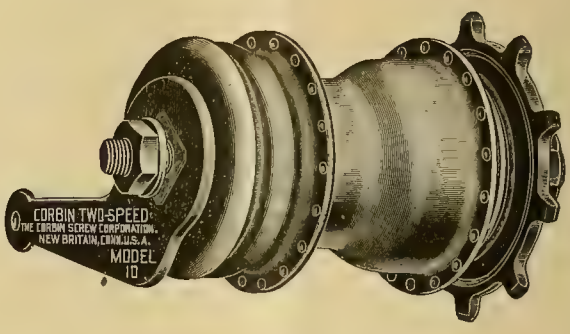
Although it is not generally known, the N. S. U. Motor Co., of New York, now is furnishing the well-known N. S. U. two-speed gear for application to practically all of the better known American motorcycles. As furnished to American manufacturers it does not bear the N. S. U. imprint and in every way appears to be a domestic component of the machine to which it may be applied.

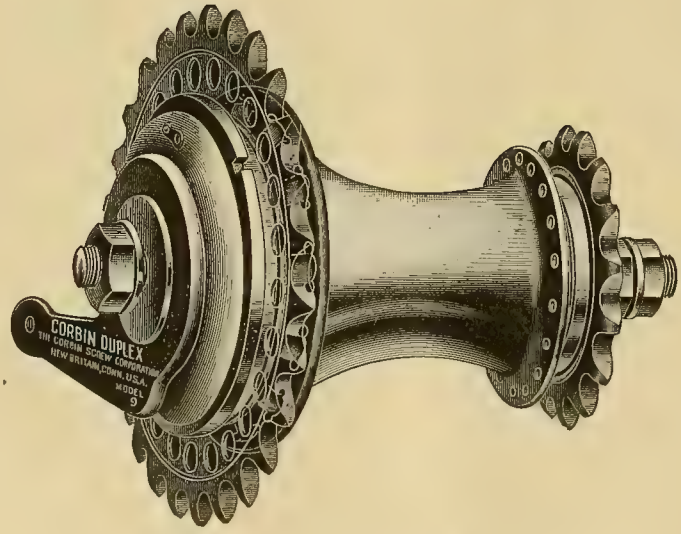
June is a Good Month

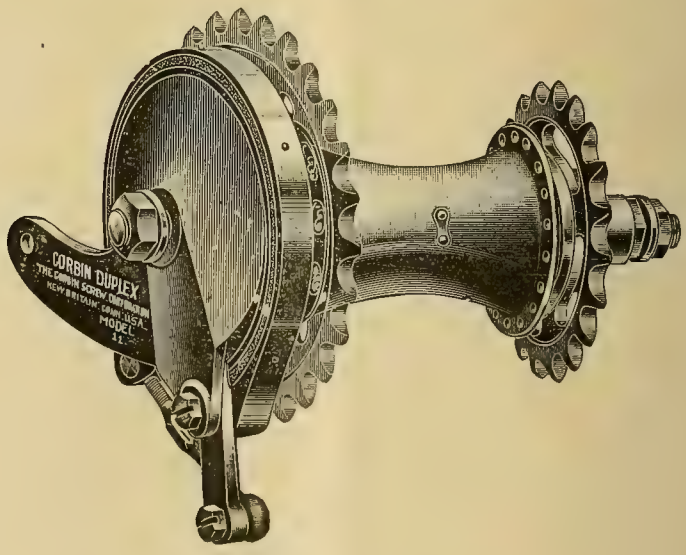
during which to equip your bicycle or motorcycle with a

Corbin Coaster Brake









There are eleven other months of each year which are just as good or practically as good, but there's no time like the present, you know. Do it now and obtain all the pleasures that should go with cycling.

CORBIN SCREW CORPORATION, New Britain, Conn.

Licensed Coaster Brake Manufacturers.

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FOUNDED 1877

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NEW YORK, JUNE 11, 1910.

Cornell's Attack in Motorcycles.

While we appreciate that it is extremely necessary and highly desirable for Mr. E. S. Cornell, as secretary of the Mr. Henry Clew's National Highway Protective Society, to "make a noise like a live one," in order properly to impress Mr. Clews, and while we realize also that such continuous noise-manufacture is not as easy as may appear to be the case, may we suggest to Mr. Cornell that he is likely to impair or destroy his usefulness and imperil his "job" unless he adheres closely to the truth?

It is easy to make a lot of noise in waging a campaign against motorcycles, to the end of having them made subject to the laws affecting automobiles, and undoubtedly such noise quickly will reach the ears of Mr. Clews. But when Mr. Cornell expresses more or less surprise that they were not included in the new automobile law just signed by Governor Hughes and declares that he did not see an official copy of the bill until Tuesday of last week, no one knows better than Mr. Cornell that he is perverting the facts. For there is no chance for him not to know that he had an official copy of the Callan bill as early as last March. The first copy of the bill, which we then saw, had been obtained by a tire man from Mr. Cornell personally; it bore his personal rubber stamp and the anti-skid clause which it contained was discussed by the tire men with Mr. Cornell himself, who, according to his visitor, expressed the belief that if tire manufacturers had any money to spend on securing the amendment of the bill, they should divert some of it into the society's treasury. If Mr. Cornell will jog his memory, we are quite sure he will "recall" the facts.

The gentleman's desire to force motorcyclists to pay for the freedom of the highways is almost pathetic. It ought to occur to him that "freedom" that is paid for is a most peculiar sort. Freedom popularly is supposed to be a right and not a purchasable privilege, and never was anything else until automobiles came into being. In due course probably Mr. Cornell will explain why he does not burn with desire to have owners of pedal propelled bicycles and horse-drawn vehicles also pay for the same freedom. His reasons should prove enlightening and probably before he gets very far in his campaign he may discover that originally motorcycles were included in the New York automobile law and that the "joker" he thinks he has discovered—the clause exempting them from its provision—was placed there years ago by the legislature which agreed that motorcycles are bicycles rather than automobiles, and that laws applying to four-wheeled vehicles never can be justly applied to two-wheeled ones. The latter always are at the mercy of the former and when accident occurs it is rare that the rider of the two-wheeler is not the sufferer.

Continuation of the Comedy.

The administration of the affairs of the F. A. M. competition committee by its chairman is becoming so amusing that anyone with a knowledge of rules and procedure, and a sense of humor can find cause for a good laugh in nearly every turn made by that gladsome personage.

Could anything be more deliciously funny than his solemn declaration that a club which had voted to destroy the score sheets of one of its contests thereby had committed a felony—that the score sheets were the property of the F. A. M. and that the national organization could do all kinds of things to the club and its officers? Few better bits of farce-comedy ever have been staged. What matter if there is not a line in the F. A. M. rules that justifies even one of his statements. Score sheets are not the property of the F. A. M. All that the rules require is that the referee file a signed copy of the program giving the names of all starters and the positions of the prize winners, and it is fairly safe betting that not one referee in three adheres to the rule. As for felonies—faugh! That sort of talk is mere buncombe. A felony is that sort of affair which was conducted during a certain show by the organization of which the F. A. M. chairman then was an officer and of which no score card was filed with Anthony Comstock.

To give credit where credit is due, however, it must be said the chairman performed a fine stroke of work in inducing seven of his club mates to join him in the dish of crow he had prepared; it was a worthy act to place the club in the abject attitude of apologizing to the F. A. M. for an act which was not against the national organization but rather against the winner of the contest who will be defrauded of a prize fairly won if the president of the F. A. M. walks into the trap which has been prepared for him. As the club had made the award before destroying the score sheets and as no appeal had been made to the F. A. M., the chairman's intrusion constituted unwarranted interference.

But having made such solemn declarations and achieved such promising results, what more natural that the comedy should be continued and the president be invited to reverse himself by sharing the newfound belief that a calendar day is not the period from midnight to midnight, but the period from 6 a. m. to 6 p. m.

What matters a little thing like common sense or the spirit of the rules when a chairman is bent on "saving his face" and justifying his position at any price? Who cares if it makes his club or the president of a national organization fair game for ridicule? Who cares if the "new ruling of the competition committee" is not a ruling of the committee? Who cares if "daylight to darkness" does not always mean from 6 a. m. to 6 p. m.? Who cares if the old and oft-repeated excuse for the overcharge for sanctions and which established the "precedent" has been lost sight of?

Who cares? Probably not the chairman of the F. A. M. competition committee. Who then would wish to see the delicious comedy interrupted? Let the play go on, but save the chairman at any cost!

ALAS! ALAS! HE WAS TOO LATE!

Cornell did not Realize that New Law Left Motorcycles Exempt—An Interview with the "Association."

What is called the National Highway Protective Association is on the trail of the motorcycle and may catch it if it "don't watch out." The so-called national society consists largely of Henry Clews, the New York banker. It is one of his several hobbies and it is generally understood that he employs E. S. Cornell to ride it. Cornell at any rate, acts as its secretary, and apparently he realizes that he must "make a noise like a live one" in order to prove himself worthy of his hire. For several months Cornell busied himself with automobile laws; later he, in the name of the "association," started a hurrah for a "boy scouts" movement and last week the motorcycle caught his eye.

The new automobile law had been signed by Governor Hughes, when Cornell "discovered" that it not only made no provision for hampering motorcycles, but, like the old law, specifically exempted them from its operation. Immediately he turned himself loose in print. He sent notice to the New York papers that the motorcycle was a "terror" or a "nuisance," or something of the sort, and declaring that it had killed one person and injured 17 in New York City during the month of May alone, he said it ought to be curbed and licensed and tagged like the automobile. He further said that he meant to endeavor to have the new automobile law so amended as to include motorcycles at the extra session of the legislature which has been called. Cornell wanted it known that they probably now would be included in the law had he been enabled to obtain a copy of it before it was enacted.

When, on Friday of last week, a Bicycling World man called at the "association's" bare and cheerless office and asked Mr. Cornell for a list of the names and addresses of the New Yorkers who, he said, had been killed and injured by motorcycles during the month of May, Cornell became very impatient.

"I am extremely busy, and I can't look up the records. It would take me a couple of hours to get that information for you," he responded. "If you had telephoned before you started uptown, I could have let my young man look it up for you. He's out now. I had to send him on some investigating work. He's my detective, you see, and when he's not busy outside, he keeps the office files in order and straightens out my papers."

"Isn't it true, Mr. Cornell," inquired the Bicycling World man, "that nearly all of these accidents happened to riders of motorcycles and not to pedestrians?"

"As I said before, sir, I can not answer that question off-hand. It is all in my records, however, and I'll let you know as soon as I can get them fixed up for you. That young man of mine will look them up."

"Of course," ventured the questioner, "you know that even bicycles have been known to kill people."

"That may be, that may be, sir. I am not conversant with those facts, though; but the fact remains that motorcycles are becoming exceedingly dangerous to the pedestrian."

"Is it not a fact, Mr. Cornell," persisted the Bicycling World man, "that several of your 'motorcycle' accidents happened to motorcycle policemen while trying to arrest alleged speed violators?"

"Yes, sir, there have been a number of such accidents. It is counted a kind of sport now among automobile drivers to crowd a pursuing motorcycle policeman against the sidewalk the moment he has succeeded in overtaking the speeding car. But that has nothing to do with the matter of licenses. How do the motorcyclists expect to enjoy the freedom of the roads the same as automobiles do, when they do not pay for the privilege? Look at the other states of the Union! In most of them they have motorcycle registration laws. I can't understand why they were left out in New York. I tried hard to get some kind of an amendment put in the bill, taking care of the motorcycles, but it was too late. I did not get a copy of the bill until it had been submitted to the governor."

"But, Mr. Cornell, we had copies of the bill in its original form, and with its various amendments as long ago as March 25th. In neither one of these first and second drafts was there a word about motorcycles. How was it that no one then cared whether the amendment was placed in it or not?"

"I don't know. I never saw a copy of it—an official copy, I mean—before Tuesday last, and then it was too late."

Cycle Sprint Racer is Hero of a Play.

"Der Flieger," which in plain English means "The Sprinter," a three-act farce in which the central figure is a racing cyclist, is drawing well in Berlin. The hero leaves home to seek honors on the track and returns after an absence of four years with a championship title and a bank balance which just in time saves his family from financial ruin. Much of the interest is furnished by the efforts of the sprinter's trainers to keep him at work training for the championship and away from the girl of his heart, whose society he prefers to training on the track. However, all ends well, as in most plays.

Cigar Ashes Saved a Speed Fine.

If the experience of an English motorcyclist is to be taken as a criterion, every motorcyclist will become a devotee of the "weed" and make sure he always has a lighted cigar in his mouth while riding. When a Guilford motorcyclist was haled to court on a charge of exceeding the speed limit he explained that the charge was preposterous as at the time of his arrest he was smoking and his cigar had nearly an inch of ash on it when he was stopped. The novel excuse resulted in the dismissal of the case.

COMING EVENTS

June 11-12, St. Louis, Mo.—St. Louis Cycling Club's annual Pike County Tour.

June 12, Long Island City, N. Y.—Long Island Motorcycle Club's 150 miles spring run to Patchogue and return; open.

June 12, New York City.—Iver Johnson Wheelmen's first annual century run on Long Island; open.

June 18, Plainfield, N. J.—Motorcycle racemeet at Plainfield Driving Club's half mile track; open.

June 18, Buffalo, N. Y.—Bicycle and athletic race meet at Fort Erie beach; open.

June 18-19, Louisville, Ky.—Louisville Motorcycle Club's race meet at Churchill Downs; open.

June 19, Valley Stream, N. Y.—Century Road Club of America, New York State Division's 50 miles handicap road race; open.

July 2, 3 and 4, New York City, N. Y.—Harlem Motorcycle Club's 266-miles run to Atlantic City and return; open.

July 3, Jersey City, N. J.—National Road Club's run to Seaside, Rockaway, N. Y.; open.

July 4, Beaumont, Tex.—Jefferson County Motorcycle Club's race meet; open.

July 4, LaSalle, Ill.—Illinois Valley Motorcycle Club's race meet; open.

July 4, Lon Angeles, Cal.—Overland Wheelmen's bicycle road race to Hollywood and return; open.

July 4, Rochester, N. Y.—Rochester Motorcycle Club's racemeet at Crittenden Park track; open.

July 4, Grand Rapids, Mich.—Western Michigan Cycle Club's road race; open.

July 4, La Salle, Ill.—Illinois Valley Motorcycle Club's racemeet at Driving Park track; open.

July 23-August 1, New York City—Century Road Club of America's first annual voyage and tour of the Bermuda Islands.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

August 11-15, Philadelphia, Pa.—Annual meet Federation of American Motorcyclists.

September 11, Valley Stream, N. Y.—Century Road Club Association's annual 100 miles record run; open.

BAD TUBES LOSE "TROPHY RACE"

American Machines Meet Unusual Tire Troubles in the Great Motorcycle Contest—Accidents and Incidents.

"Suffering to a man from perished and ancient inner tubes," to quote a British description, the riders of Indian motorcycles lost whatever chance they might have had to reflect honor on America in the fourth international Tourist Trophy race held over a 16 miles course in the Isle of Man, Thursday, May 26th. As briefly stated in last week's Bicycling World, C. R. Collier duplicated his win of 1907 by covering the



THE "DEVIL'S ELBOW" ON THE TOURIST TROPHY COURSE

158⅛ miles in 3 hours 7 minutes 24 seconds, or at an average speed of 50.7 miles an hour. His brother, H. A. Collier, was second, a little less than 5 minutes behind, and W. Creyton, third. The Colliers rode twin cylinder machines, while Creyton was mounted on a single.

In spite of the disappointment occasioned by the failure of the Indians to give the English machines a fight that long had been keenly looked forward to, and which failure was due in no wise to the machines or riders, but solely attributed to rotten inner tubes, this year's Tourist Trophy race was the greatest road contest that yet has been recorded in the history of motorcycling sport.

Ideal weather prevailed and 73 riders started, 29 of whom managed to cover the 10 laps of a course that was about as hilly and tortuous as can be imagined. Fortunately there were no fatalities, but there were mishaps innumerable. The race was well organized by the Auto Cycle Union, well run, and brought to a successful conclusion. Though naturally jubilant because English machines won the first 13 places, the Britishers are fair enough to admit that a different tale might have been told had not the seven Indian machines been shorn of any chance for victory through their luckless use of a batch of inner tubes which apparently were of such uncertain age as to have outlived their usefulness.

There were a number of starting incidents—one of them rather ludicrous. One old farmer insisted that he had a perfect right to use the road, and to show his authority came on the course to delay the start. Naturally, he was remonstrated with when he thereupon drew his whip and used it on the nearest spectators. That settled it with the spectators. They made a concerted rush, unhitched the horse, and led it from the shafts while they drew the cart to one side. The farmer later was appeased by being made an official and thereafter was one of the most enthusiastic "rooters."

The start was made at 10:15 a. m., when H. A. Collier (Matchless) and C. E. Bennett (Indian) were sent away together, the remaining riders being dispatched in pairs at intervals of 20 seconds. Seventy-three of the 83 entrants started, ten having withdrawn or been put out by mishaps before the race. Among this number was A. E. Woodman, one of the most promising of the Indian tribe. Woodman suffered a smash before the race and shattered his leg so badly that amputation above the knee was necessitated.

The first round was full of incidents. J. T. Bashall (Bat) retired with a broken pulley near the Devil's elbow and Bennett (Indian) had to retire after a hard fall brought about by a bad inner tube, and which injured his leg. Butler, Yates, Rea, Pimm, Evans, Martin, Wright, Bentley, Godfrey and Scale all had trouble in the first round. Bentley (Indian) had a thrilling experience. His rear tire burst while he was doing 70 miles an hour down hill. In a trice he was all over the road, swaying from side to side. He bowled over a constable, sent all the spectators off the stone wall at that point backward in terror, but came safely to rest after a miraculous escape. Bentley then quit. G. Lee Evans, the pride of the Indian camp, who finished second in last year's race, also experienced trouble in the first lap. A burst inner tube on the front wheel caused him to crawl into the control at St. Johns and replace it there.

The second lap brought more tire trouble for the Indian riders. C. B. Franklin retired with inner tube trouble and a number of other competitors were put out of the running from a multiplicity of causes. At the ending of the second lap Bowen (Bat) led, with Jones (Pemier) second, and C. R. Collier (Matchless) third. Reed (Dot), Dayrell (Bat) and H. A. Collier (Matchless) were next in order. In the third lap Bowen made the fastest time of the day —17 minutes 51 seconds, equal to a speed of 53.11 miles per hour—but he charged the wall at Ballaccaine corner and later retired with a broken frame.

There was plenty of excitement in the fourth lap. W. H. Bashall stopped at the depot at St. John's to fill up with gasolene and his hand shook so that some of the fluid dropped on the hot engine. Instantly machine and rider were a mass of flames, but Bashall was immediately wrapped in a coat, and but for a few minor burns was uninjured; his machine, however, was ruined. D. R. Clarke (Indian) fell at Kirk Michael and his machine was put out of the race after it caught on fire. In the 5th round no less than seven competitors were eliminated, among them being Moorehouse, another of the Indian bunch, and faulty inner tubes were responsible for his demise. At the ending of the 5th lap—or half the distance—C. R. Collier had ridden into first place, two minutes ahead of his brother, H. A. Collier, and A. Oberlander (N. S. U.) was third. Of the first 12 riders at this stage the only Indian was J. R. Alexander, in 7th place. In the next lap Oberlander's belt came off and smashed his stand clip, and a few minutes later a broken exhaust valve made him quit. From the half way point until the finish there practically was no change in the positions of the leaders, the Colliers finishing first and second and Creyton third.

One of the most interesting spots on the course was Ballig Bridge, where the riders were compelled to go over a bump that resulted in machine and rider leaving the ground. It is estimated that some of the riders left the ground for 20 or 30 feet and were about a foot in the air at times. At the Ballacraine corner a wooden banking had been erected, and this enabled the riders to take the dangerous corner at high speed.

The supply stations were located at the northwestern corner of the triangular course and here is where Oscar Hedstrom, the Indian designer who had gone to look after

the machines in the race, made his headquarters. Bentley was the first to bring news of the rotten inner tubes, when he walked up to the station with the mangled remains of a tube that looked like dissected blotting paper. The tube had split ten inches. And then followed a succession of tire troubles that made Hedstrom well nigh distracted.

Nearly all the competing machines had been fitted with new "wrinkles" especially for the race. The Indians had been provided with larger cylinders in order to come up to the twin limit of cubic capacity, 670 cubic centimeters. The singles were limited to 650 cubic centimetres. These enlarged cylinders, according to a critic, did not prove as fast as the standard types, as, he says, Bentley, who stuck to his original engine, was the fastest of the bunch. The winning Matchless twins were geared very high, a little under 3 to 1. They had oil pipes to their front cylinder walls and overhead M. O. V. worked by tapered springs. The compression was very high. The Triumphs were practically standard machines, geared 4 to 1, the springs of the exhaust valves having been weakened to prevent valve troubles, while spring tappets and drilled transmission pulleys were other features. The finishers, their machines and their times were as follows:

Position.	Name.		Machine.	Total Time. H	M	S
1	C. R. Collier.....	5	Matchless	3	7	24
2	H. A. Collier.....	5	Matchless	3	12	45
3	W. Creyton	3½	Triumph	3	17	58
*4	J. W. Adamson ...	3½	Triumph	3	21	46
*5	J. Scriven	4	Rex	3	23	35
6	J. Marshall	3½	Triumph	3	24	47
*7	H. Lister Cooper..	3½	Triumph	3	25	24
8	W. F. Newsome...	3½	Triumph	3	26	35
9	F. Philipps	5	Scott	3	31	47
10	H. V. Colver.....	5	Matchless	3	36	40
*11	C. E. Murphy.....	3½	Triumph	3	37	15
12	W. Heaton	5	N.S.U. ...	3	37	46
*13	Howard Smith ...	3½	Triumph	3	40	15
*14	J. R. Alexander, Jr.	5	Indian ...	3	42	49
*15	W. G. McMinnies.	3½	Triumph	3	45	16
*16	H. Rem Fowler...	4	Rex	3	45	48
17	J. H. Slaughter....	3½	Ariel	3	48	0
*18	D. C. Bolton	4	Rex	3	51	45
*19	J. R. Woodward...	4	Rex	4	5	51
*20	J. Baxter	4	Rex	4	7	41
21	G. Lee Evans.....	5	Indian ...	4	9	16
22	A. H. Alexander...	3½	Rex	4	10	15
*23	W. E. Grange.....	3½	Rex	4	10	37
24	E. S. Myers.....	5	Scott	4	16	50
25	D. M. Brown.....	3½	Humber ..	4	17	30
26	S. C. Perryman....	5	Blumfield	4	31	8
27	A. J. Sproston.....	5	Rex	4	35	6
28	P. Weatherilt	3½	Zenith-Gradua	4	41	53
29	F. W. Chase.....	3½	Centaur ..	4	45	19

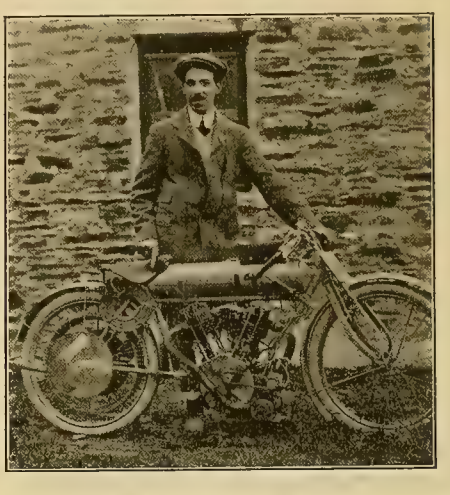
* Denotes private owner.

Indians Score Heavily on Snaefell Hill.

That the Indian motorcycles which competed in the Tourist Trophy did not lack speed was demonstrated at the hill climb which followed the big race, and which was held on the Snaefell hill, Isle of Man, Friday, May 27th. The Indians won every event in which they were entered. Neither of the Collier brothers competed.

The course was about 6 miles in length and contained several curves, including two very sharp hairpin turns. The grade was not unusually steep except in a few places, but the tortuous nature of the course made it difficult of ascent.

There were 83 entries, divided into two classes, Class 2A being standard touring machines up to 750 cubic centimetres, the Touist Trophy machines, however, being barred. It was won by P. Platt (Bradbury) in 9:44. Class 2B, for genuine standard touring machines with the same capacity but ridden by private owners, brought the first victory into the Indian camp. W. D. South reached the top in 9:43⅗ seconds, or three seconds better than his nearest competitor. A. G. Fenn, the other Indian rider entered, took the hairpin turn so fast that



C. R. COLLIER, THE TOURIST TROPHY WINNER

he had to shut off and experienced difficulty in picking up again. Class 3A, for Tourist Trophy singles was won by W. Newsome (Triumph), whose time was 8:43⅗. The following event, for the same type machines, with private owner up, went to J. W. Adamson in 8:56⅗.

The remaining three events were all Indian victories. In the class for multi-cylinder machines not exceeding 670 cubic centimetres, which competed in the Tourist Trophy, W. O. Bentley (Indian) romped away with the first prize in 8:49⅗, exactly three seconds faster than was made by G. L. Evans (Indian) who finished second. Third place was taken by W. Heatley (N. S. U.). Eight riders succeeded in reaching the top.

Bentley duplicated his performance in the next event, for the same type machine, except that it was restricted to private owners, and the remarkable part of his performance was that his time was exactly the same as in the other event to the fifth part of the second. C. B. Franklin (Indian) was second in 8:59⅕, beating J. Scriven (Rex) by one-fifth second. Moorhouse and Fenn were the other Indians in this event. Moorhouse tried to close his extra air on the bend and failed, which caused him to finish ninth. Fenn provided the sensation. He tore up to the first corner at terrific speed, and in the center of the bend he performed a gigantic skid, rolling over and over in a cloud of dust. Picking himself up he made a plucky effort to restart, but the upgrade was too much for him and at length he fell gasping into the gorge at the roadside.

The free-for-all class proved an easy victory for E. H. Lees, 7 h.p. Indian, the only event to which this machine was eligible. Lees reached the top in 8:55⅗, or four seconds faster than the second man—J. Scriven (Ariel).

Fearful Fall Follows Kreamer's 58s. Mile.

George I. Kreamer, who has been acting as manager of the motorcycle saucer track in Los Angeles, Cal., accomplished a wonderful feat on Friday, June 3, when he covered a mile in the wonderful time of 58 seconds. Kreamer was paced by Harold Stone, who had fitted a windshield and roller to the rear of his automobile. Kreamer had not been on a bicycle for more than a year—not since he sustained a fall which broke his leg in two places and tore away a number of tendons, but the prospect of a fast ride on the circular mile automobile board track at Playa del Rey, near Los Angeles, proved too irresistible, and he determined to try for the record of 58⅗ seconds, which was made by Elmer L. Collins on the beach at Florida in March, 1909.

Several starts were made, but the speed did not suit Kreamer, and he waited until the car crossed the tape at a speed of 62 miles an hour before he was satisfied. The first half mile was covered in exactly 30 seconds, and in the latter half the automobile gained speed until it was carrying Kreamer along at 67 miles an hour, which was the speed when he crossed the tape. Just after crossing the tape the brush dropped from the magneto and the car slowed down quickly. It brought disaster to Kreamer, whose front wheel ran against the roller so hard that it slewed the wheel around and threw him entirely over the car, causing him to fall against an abutment and then slide for many feet on the board track. He was hurried to a hospital, where it was found that both arms were badly wrenched, the flesh scraped from one side of his body and his incidental wounds so accumulative that he was on the operating table for more than 2½ hours. His wounds, however, are said not to be of a critical nature.

Birmingham Motorcyclists Reorganize.

Reorganization of the nearly defunct Birmingham (Ala.) Motorcycle Club was effected last week at a meeting of the members, held at the store of Robert Stubbs, and the following officers were elected for ensuing term: William M. Huey, president; R. L. Totten, vice-president; R. C. Sligh, secretary-treasurer; directors: the officers, R. E. Walthour and Robert Stubbs. The club has set June 15 as the date for its first meet.

F. A. M. EASTERN DISTRICT MEETS

Takes Action to Straighten Out Affairs in National Secretary's Office and Indorses Wilber for Presidency.

That the affairs of the secretary of the F. A. M. are badly involved, due chiefly to the lapses of the former incumbent, Le Roy Cook, and that the effort to disentangle them is a serious hindrance to effective work on the part of the district and state officials, was made unpleasantly plain at the annual summer meeting of the Eastern District, which occurred in Hartford, Conn., on Saturday evening last, 4th inst. The reports of practically every state commissioner touched on the subject and a number of the members present offered their testimony. C. C. Wilber, vice-president in charge of the district, who presided, poured some oil on the troubled waters and expressed sympathy for Charles F. Ball, who succeeded to the secretary's office when Cook resigned several months ago, but as it developed that not all of the delay and errors of omission and commission had occurred during Cook's term, it was voted to appoint a committee to draw up resolutions of protest, which will be forwarded to the president. This committee consists of Messrs. Goerz of New York, Baker of Hartford and Horenberger, New York.

All of the state commissioners who referred to the subject reported their inability to get full lists of their members, or of renewals, while some of them remarked—what also was brought out at the meeting—that while some members had received membership cards and pins they were lacking the official handbook, and that others had received cards and books but no pins. State Commissioner Baker, of Connecticut, and F. W. Horenberger, who is treasurer of the Eastern District, both stated that within the last month they had forwarded either applications or renewals to the secretary and had not seen or heard from them since. These criticisms, however, were all of a friendly nature and the vote to present a resolution of protest concerning the state of affairs did not represent in any sense a disagreeable frame of mind, but rather a belief, as was expressed on the floor, that it was time to take the bull by the horns and discover and straighten out whatever may be the cause of the delays and crippled service.

The reports of the state commissioners were one of the evidences of the business-like administration of Vice-president Wilber. It was the first time that any considerable number of such reports had been presented. New York, Delaware and Vermont, in the latter two of which the membership is extremely limited, were the only states not represented by reports. All of the others indicated that the commissioners are alive to their duties and anxious to perform them.

In his report, Commissioner Ellsworth of Maine repeated his opinion that the best means of creating interest in the F. A. M. and enlarging the membership was the circulation of papers devoted to motorcycling. Commissioner Mann of Massachusetts thought that more attention should be paid to the issuance of road books and promotion of racemeets.

The report of Vice-president Wilber himself sketched in modest fashion the herculean work he has performed during his term of office. Every state in his district has been organized and officered and nearly two hundred local commissioners have been appointed. In response to a question, he stated that no official repair shops had been designated, as that work fell to the national organization and that no committee had been appointed to perform the work. The report of Treasurer Horenberger showed a balance of $632.83.

The matter of road books and road maps was discussed at some length and it is probable that, as a result, something will be done in that direction. Commissioner Mann's remarks regarding racemeets led to a suggestion that the district championships should be decided each year, which suggestion in turn served to disclose an unexpected state of affairs. Commissioner Swenson, of Rhode Island, stated that last year the Providence club had applied for several Eastern District championships and was then informed by the chairman of the competition committee that he had no authority to sanction them, as they were not provided for in the new competition rules, although provided for in the old ones. Although no vote was taken, the opinion seemed to prevail that each district had authority to establish its own championships and that no reason existed why they should not be sanctioned.

When Vice-president Wilber announced that nominations for the vice-presidency for the ensuing term were in order he coupled the announcement with the statement that he was not a candidate for renomination. Mr. Baker, of Connecticut, stated, however, that the F. A. M. could not afford to lose such a rare and intelligent worker as Mr. Wilber had proved himself to be, and hoped that the meeting would not heed Mr. Wilber's remark. Mr. Swenson, who also paid high tribute to Mr. Wilber, agreed with this view and thought that if a new president of the F. A. M. was desired, Wilber was the man for the position. The opinion was quite general that Wilber should not be permitted to retire; that he must become either president or retain the vice-presidency, and this view finally crystalized in the form of a motion, made during his absence from the room, that he be indorsed for the presidency, failing which office he be made the official nominee to succeed himself as vice-president of the district. In the event of his election to the higher office, the same motion made E. M. Ellsworth, of Maine, the official candidate for the vice-presidency.

Four states were represented at the meeting as follows:

New Hampshire—C. C. Wilber, district vice-president; F. S. Morse, district secretary; Henry C. Lake, E. T. Morse, Elliot Willard.

Connecticut—George W. Baker, Geo. S. Maslen, M. Stephan, C. D. Crane, R. J. Hart, L. A. Bacon, B. Biederman, C. M. Carlson, J. Hansen, M. R. Griswold, L. F. Sherman, Moeline Bravil, H. B. Saunders, A. P. Brodeur, H. F. Lobmeyer, C. W. Smith, E. Finch, G. A. Finch, H. W. Byington.

Rhode Island—B. A. Swenson, C. H. Westcott, F. E. Wilkinson, C. Larsen.

New York—F. W. Horenberger, district treasurer; R. G. Betts, J. L. Sauer, Albert Goertz.

Yale Student Surprises Trade Riders.

Although representatives of two factories were on hand to annex the spoils in the motorcycle events at the Yale University Automobile Club's third annual hillclimb on Shingle hill, West Haven, Conn., on Tuesday last, 7th inst., their plans were upset in an unexpected manner by H. H. Logan, a Yale student, who won two of the three events, including the free-for-all. In the latter event, Logan, riding a Merkel, flashed up the mile grade in 51⅕ seconds, the fastest time of the day, and better than the best performance in the automobile events. A. G. Chapple, Merkel, and Charles Gustafson, Indian, tied for second honors with 52⅗ seconds. James Cox captured third on an Indian. His time was 55⅘. Logan's second triumph was in the twin stock class, which he anneved by an ascent in 53⅕ seconds. The nearest approach to this was Gustafson's mark of 54⅖. This event also produced a tie for third place between D. W. Smith, Pierce, and H. H. Sturges, Merkel. Both were clocked in 1:04⅗. Chapple scored an easy victory in the single class, steering a Merkel to victory in 54⅖. G. A. Wildman, Indian, who took second, was the same man who had disqualified himself by competing in the unsanctioned climb at Bridgeport on May 30. Accordingly second and third positions in this class go to E. G. Goldsmith and A. Y. Merriam, N. S. U.

Louisville Programs its First Meet.

Although organized only a few weeks ago, the Louisville (Ky.) Motorcycle Club already has bestirred itself in competitive affairs. Its first open race meet is scheduled for Saturday and Sunday next, June 18 and 19, in connection with an aviation meet at Churchill Downs. There will be two open races each day for both classes, and trade riders are eligible in every event. Fred Huyck also will do a mile exhibition. Entries are being received by E. M. Hughes, 2003 Second street, Louisville, Ky.

OPENING MEET AT GUTTENBERG

Motorcycle Card Cut in Half by Heavy Rain—Hart Takes the Day's Best Race—Several Falls.

It was a fortunate thing for the 1,800 spectators who journeyed to the Guttenberg (N. J.) mile dirt track—now officially styled a motordrome—on Sunday last, 5th inst., to witness the opening meet of the newly formed Manhattan Racing Association, that there was one covered shelter on the grounds, else they would have been thoroughly drenched, for after half of the card had been run, a driving rain which had been threatening all afternoon broke in full force and caused the remainder of the card to be postponed until tomorrow (Sunday 12th). Throughout the day the skies had been overcast and threatening, and shortly after the meet began light showers at near intervals kept the spectators trotting back and forth between the uncovered stands and the "clubhouse."

Of the four events which were run, the 10 miles open for trade riders on machines within the 61 cubic inches limit, proved the most exciting. It was won by Frank Hart, who jumped to the front at the start and steadily widened the gap between himself and the field, which he lapped in the fifth mile. He won by nearly two laps in 10:12⅖. Charles Gustafson was second, and Joseph Buckingham finished third. Chapple, who was looked to to make things interesting, was left at the post, his carburetter refusing to perform properly. Tuebner did some spectacular riding which sent him to earth in the seventh lap. He rode with one leg dragging to steady himself when taking the turns, and on the upper turn in the seventh circuit the machine wobbled and shot into the outer grass. Tuebner bit the dust very suddenly, but escaped with scratches and a shaking up.

Three started in the five miles match for 61-inch machines, Chapple, Merkel; Gustafson, Indian, and Hart, R. S. The latter retired in the second lap with a broken valve. At this point Chapple had a slight lead and although Gustafson fought doggedly, the New Yorker continued to widen the gap and won by a quarter of a mile. Despite the drizzling rain which clouded the riders goggles, the time was very fast, 5.01⅖. Frank Seery, Indian, started to make a runaway of the five miles for private owners, but fell in the second lap. Charles Anderson, Indian, also took a tumble but restarted. Neither man was injured. During the excitement attending the mishaps, Charles Engle, Indian, piled up a good lead and won by three-quarters of a mile. Thomas Rice, Indian, beat out J. J. Rodgers, R. S., for second. Time, 5:50⅗. There were only two starters in the 3 miles novice, which was a runaway for Rodgers, R. S. Charles Ruck, on a similar machine, was the other starter. The time, 4:20. The summaries:

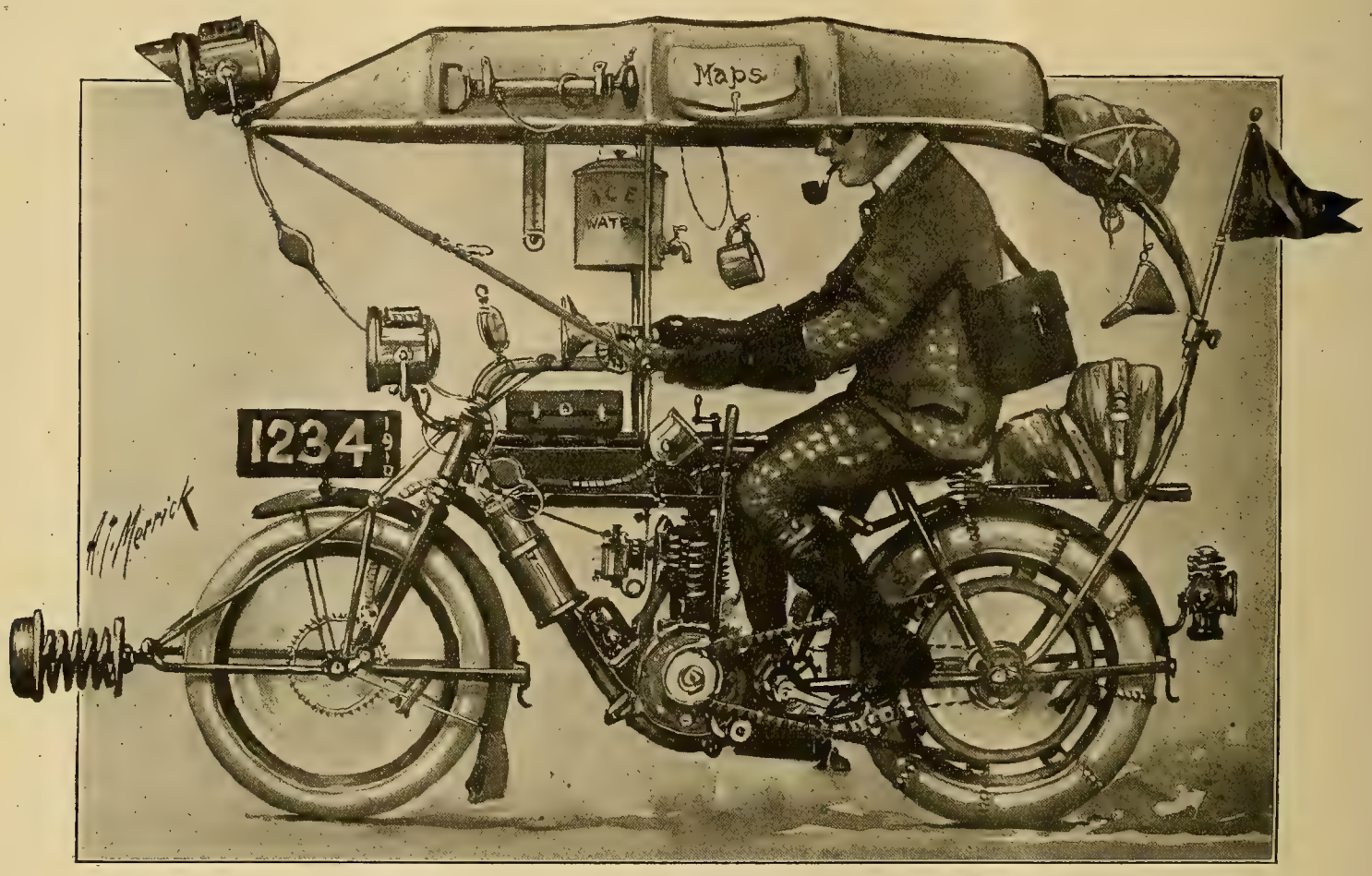
Thre miles novice—Won by J. J. Rodgers, 4 R. S.; second, Charles Ruck, 4 R. S. Time, 4:20.

Five miles, private owners, 61 limit—Won by Charles Engle, 5 Indian; second, Thomas Rice, 5 Indian; third, J. J. Rodgers, 4 R. S. Time, 5:30⅗.

Ten miles open, 61 limit—Won by Frank Hart, 7 R. S.; second, Charles Gustafson, 7 Indian; third, Joseph Buckingham, 5 Indian. Time, 10:12⅖.

Five miles match, 61 limit—Won by A G. Chapple, 7 Merkel; second, Charles Gustafson, 7 Indian. Time, 5:01⅖. Frank Hart, 7 R. S., did not finish.

POSSIBITIES FOR THE MOTORCYCLE TOURIST OF THE FUTURE.



VARIOUS CONVENIENCES ALREADY AVAILABLE AND OTHERS STILL TO BE INVENTED

CLUB APOLIGIZES FOR "FELONY"

F. A. M. Chairman Discovers the Dreadful "Crime" and Declares Himself—"What is a Day?" also Re-enacted.

When, some three weeks ago, Otto Schaffrodt, a member of the New York Motorcycle Club who did not win the Taral trophy, made the motion which resulted in the destruction of the score sheets of the contest for that prize, he scarcely realized the enormity of his offense. Otto, who, under another name, once was a well-known private owner, has done many things during his career, but that his motion to destroy the records was in the nature of promoting a felony scarcely entered his mind, nor did it enter the minds of any of those present. It was not until Wednesday last that the members of the club learned that they had been party to a crime.

The chairman of the F. A. M. competition committee was the medium through which the startling information was conveyed. At the meeting of the New York club that evening the chairman presented himself and in his official capacity gravely warned the members that the records were the property of the F. A. M. and that the destruction of the records of a corporation or any concern constituted a felony. After the assemblage had ceased to shiver, the chairman detailed the dreadful things that might happen to the club as the result of its action. Among other things, he said the offense was sufficient to justify the F. A. M. in preferring charges against the club's officers and in denying the club itself the right to affiliate with the national organization, or to receive any consideration. According to the best accounts, no one laughed or questioned that the chairman knew what he was talking about. He further announced that owing to the destruction of the score sheets he would not recognize that the contest for the Taral trophy ever had been run; he said it was null and void, creating the belief that it had been merely a bad dream and that, viewed in this light, no "felony" had been committed, thus teaching a new lesson in jurisprudence calculated to cause all courts to sit up.

The chairman had paved the way for his startling declaration, one of his good friends, a racing man, having presented a resolution which was quite as astonishing as the chairman's own remarks and which, it is said, was prepared by the chairman, although not introduced by him. The resolution was addressed to the president of the F. A. M. and placed the New York club in the attitude of prostrating itself abjectly. It recited that "the New York Motorcycle Club apologizes to the Federation of American Motorcyclists for destroying the records belonging to them without authority, and respectfully requests permission to run the contest over under the original sanction."

The resolution was really a double-barrelled affair, for while the F. A. M. chairman was about it he seized the opportunity to "save his face" in the matter of the more or less amusing farce, "What constitutes a day?" At a previous meeting the club had disputed the extortionate double sanction fee which had been exacted, and fomally appealed to the president of the F. A. M. for a ruling. The latter gave it as his opinion that a day means a calendar day of twenty-four hours. At Wednesday's meeting of the New York club, however, the second stanza of the resolution, introduced by the chairman's friend, made the club "deeply regret having raised any question of the ruling of the competition committee which had divided the day into two parts and heartily endorse the present ruling of considering a day as consisting of that portion of the twenty-four hours existing between daylight and darkness and respectfully state that a ruling which would make a day begin at 6 a. m. and end at 6 p. m. meets with our hearty approval and support," which resolution, in effect, invites the president of the F. A. M. to change his previously expressed belief.

There were but sixteen voting members of the club present at the meeting and the resolutions were adopted by a vote of 8 to 5, three members refraining from voting.

If the president of the F. A. M. upholds the remarkable effort to nullify the Taral trophy contest, it will rob Harry C. Mapp of the award. Mapp won at fairly and squarely, as even Schaffrodt was forced to admit. Mapp, who is secretary of the New York club and one of its hardest workers, is, queerly enough, at sword's point with the chairman of the F. A. M. competition committee. They do not even speak as they pass by.

Globe Girdler to Have a Companion.

Having "played a lone hand" a good part of the way across the continent, Gottfried Rodrigueb, the wooden-shoed Hollander who is making his course around the world on a motorcycle, is to have a companion. He will be joined this coming week by Gustave Koegel at Kansas City, Mo., who will accompany him to Los Angeles, Cal. Koegel says he himself has made a number of long distance trips. He avers that in 1898 he rode a bicycle from Leipsic, Germany, to Palestine, and a year later, starting from Leipsic, rode around the world.

Bachman Heads Wilkes-Barre Club.

At the annual meeting of the Wilkes-Barre (Pa.) Motorcycle Club, held last week, the following officers were elected: W. G. Bachman, president; W. White, vice-president; C. E. Brown, secretary; B. F. Connor, treasurer; Ralph Davis, captain; J. Helfrich, first lieutenant; L. Heller, second lieutenant.

20,000 AT DENVER'S FREE MEET

Enormous Crowd Witnesses Some Fine Sport—Mixed Program Provides Honors for Cyclists and Motorcyclists.

Free admission was the magnet that attracted a crowd of 20,000 persons to the Times' bicycle and motorcycle race meet at the Overland mile dirt track, Denver, Col., Saturday afternoon last, 4th inst., but even if the cost was cheap the racing was not. With very few exceptions the racing was spirited, and fast time was made in all the motorcycle events.

The chief event on the program was a 10 miles amateur scratch bicycle race announced as the State championship, and with 21 riders in the running the sprints were numerous and fast. One of the pluckiest exhibitions was made by Ray Talcott. When the riders were started Talcott was not at the tape, and before he could mount his bicycle the field had covered three-quarters of a mile. Talcott did not mind a little thing like this, however, and he plugged so industriously that at the end of nine miles he had overhauled the bunch. The great effort, although it brought a burst of applause for the plucky rider, nevertheless proved too great a strain, for he was left behind in the final sprint, which was won by W. H. Watson in 26:12⅘. R. H. Lee was second and M. L. Fredericks third.

Talcott turned another pretty stunt in the 5 miles handicap. He had received an allowance of 100 yards and he rode so hard at first that the bunch never had a chance to overhaul him. Talcott was half way down the homestretch of the final mile when the other riders rounded the turn. They thought he was one of the stragglers being lapped and made no particular effort to overhaul Talcott, who coasted across the line with his hands off the handlbars. Watson, a scratch man, was second; he won the curtain-raiser, a 5 miles scratch.

In the professional motorcycle events Earl Armstrong and Glen Boyd shared honors, the former winning two races and the latter one. In the five miles scratch for twins Armstrong led all the way, finishing in 5:03, while Boyd trailed in second. Armstrong did not compete in the 5 miles for singles, but Boyd and Albright put up a rattling good race. Albright, astride a Merkel, secured the better start, but Boyd went after him viciously, and after a running fight beat him to the tape by 40 yards. In the 10 miles scratch Armstrong lapped every rider in the race except Boyd, who finished second.

There were three events for amateur motorcyclists, and D. E. Cassady, who rode an Indian, and who bore the unlucky numerals "13," dispelled any superstition attached to these figures by winning both

races he entered. Cassady had easy victories, the real feature being the scrap between Perry Mead and L. E. Bowen, on Excelsiors, in both races. The race for twins went to George Clayton, Indian. The summaries:

Five miles amateur scratch, bicycle—Won by William H. Watson; second, Joe Keefe; third, R. H. Lee. Time, 14:28⅘.

Five miles twin cylinder motorcycle, professional—Won by Earl Armstrong, Indian; second, Glen Boyd, Indian; third, B. W. Brazier, R-S; fourth, Joe Wolter, Merkel. Time, 5:03.

Five miles amateur handicap, bicycle—Won by Ray E. Talcott (100); second, W. H. Watson (scratch); third, E. Williams (scratch). Time, 13:17⅗.

Five miles twin cylinder motorcycle, amateur—Won by George Clayton, Indian; second, James Jackson, Indian; third, Lawrence Flockenstein, Indian. Time 5:33.

Five miles single cylinder, motorcycle, professional—Won by Glen Boyd, Indian; second, John Albright, Merkel. Time, 5:41⅗.

Ten miles single cylinder motorcycle, amateur—Won by D. E. Cassady, Indian; second, Perry Mead, Excelsior; third, L. E. Bowen, Excelsior. Time, 12:37⅕.

Ten miles amateur State championship, bicycle—Won by W. H. Watson; second, R. H. Lee; third, M. L. Fredericks; fourth, Joe Keefe; fifth, E. Williams. Time, 26:12⅘.

Five miles single cylinder motorcycle, amateur—Won by D. E. Cassady, Indian; second, Perry Mead, Excelsior; third, L. E. Bowen, Excelsior. Time, 6:11⅘.

Ten miles twin cylinder motorcycle, professional—Won by Earl Armstrong, Indian; second, Glen Boyd, Indian; third, John Albright, Merkel. Time, 10:16⅘.

Coloradons Race on Four Lap Track.

A. W. Stratton (Merkel) won the 5 miles club championship of the Colorado Springs (Col.) Motorcycle Club at the race meet held by the club on Sunday last, 5th inst. The meet was held on the new 4 laps track at Roswell Park, and a large crowd attested the popularity of the sport. Although Stratton won the club championship Arthur Stevens (Indian) was the individual star of the meeting, as he won four of the five events carded. Manchester, Thor, won two seconds. The summaries:

Five miles, singles—Won by Stevens, Indian; second, Manchester, Thor; third, Glaskin, Harley-Davidson. Time, 7:16.

Five miles club championship—Won by A. W. Stratton, Merkel. Time, 7:42.

Ten miles, singles—Won by Stevens, Indian; second, Manchester, Thor; third, Langman, Indian. Time, 14:36.

Unlimited pursuit, singles—Won by Stevens, Indian; second, Langman, Indian. Time and distance not stated.

Ten miles handicap, twins—Won by Stevens (Indian); second, Holland, Merkel; third, Wilson, R-S. Time not stated.

REAL MOTORCYCLE ENDURANCE

Los Angeles Contest a Truly Strenuous Affair—Of 43 Starters 14 Obtain Perfect Scores—Several Accidents Occur.

Through a winding route to Santa Barbara, Cal., and return, and over roads that taxed the endurance of machines and contestants to the limit, the Los Angeles Motorcycle Club's annual endurance run on May 29th and 30th was an endurance contest in every sense of the word. Of the 43 riders who started from Los Angeles on Sunday morning, only 14 finished with perfect scores.

To conform with the rules of the Federation of American Motorcyclists, this year's sixth endurance contest was made a little longer than 300 miles. The first day's route took the riders from Los Angeles along the old San Fernando road to San Fernando and Chatsworth, and over the the Santa Susanna pass to the Simi and Santa Clara valleys to Ventura, thence through the Casitas pass and along the ocean to Santa Barbara, and on 17 miles to Naples and back to Santa Barbara, where the night was passed. The city officials of Santa Barbara removed the speed limit, but when some of the riders went through recklessly the chief of police got busy and threatened all the others with arrest. The result was that some of the later arrivals lost so much time that their scores were sullied.

The run back to Los Angeles was south from Santa Barbara over the Casitas pass to Ventura and up the Santa Clara Valley to Santa Paula, thence to Oxnard and over the Conejo and Calabasas passes to the San Fernando valley and back to Los Angeles.

Although only 14 made perfect scores, that this number finished on time was a sruprise to many, as three mountain passes were crossed the first day and four on Monday, while fords and washes were numerous. The Tujunga wash, where a big concrete bridge is being completed, was the waterloo for many, as the deep sand was almost unnegotiable. There also was one stretch of 17 miles of ploughed road, which was so bad that the riders made a detour through the neighboring barley fields. A number decided to quit after bumping over the hummocks.

There was the usual number of hard luck stories after the contest. E. L. Parmalee, Harley-Davidson, lost a perfect score because of delay occasioned by his arrest at Ventura for speeding, and Lincoln Holland, M-M, lost time at Santa Barbara by being compelled to adhere to the speed limit, after some of the earlier arrivals had burned up the streets of that place. A. Verril, Armac, forgot to register at San Fernando on the return trip, and that neglect lost a medal for him. Edwards, M-M, had a perfect score until within 18 miles of the finish, when a fall in Tujunga wash put his machine out of commission. Seymour broke a rim in the same place, and Montgomery, Excelsior, lost too much time drying out his magneto after running through the ford at Naples. Finley Johnson had 87 minutes to do 34 miles, when a burst tire put him out of the reckoning, while J. W. Berryman, Indian, broke a rim. Tire trouble was responsible for many lapses from schedule. Graves used 7 inner tubes and Gus Fink, Wagner, had so many punctures that his tire repair outfit was so depleted that he could not procure additional patches in time to finish. W. A. Price, Wagner, was rendered hors de combat with a broken timer.

There were several accidents, one of them fatal. Fred W. Emerson, of Los Angeles, who was killed, was not a contestant, however, but was following the run on an Excelsior. In the dark he attempted to run into Los Angeles without a lamp, and struck the tongue of a farm wagon. Although immediately taken to Burbank Hospital by the farmer, he died the following day. T. A. Culver, who with his wife also was following the run as a non-contestant, went off the grade at Chatsworth and broke a knee cap; Mrs. Culver was not injured. C. W. Risden, the Indian agent, came along soon after in an automobile and carried the Culvers to a railroad station. Glen Hafer ran off a bridge in Casitas Pass, while doing 35 miles and hour, and rolled about 50 feet down the canyon. After coming to his senses he mounted his Harley-Davidson and rode on to Ventura, where he was arrested for exceeding the speed limit. In spite of these happenings Hafer made a perfect score. The following riders made perfect scores:

Excelsior—L. A. Boland, R. D. Bissett and Clarence Briggs; Indian—A. J. Menagay, G. A. Hayes, Irwin Knappe and Geo. Priddy; Thor—J. Howard Shafer and John Ott; Merkel—M. J. Graves and Harry Lightcap; Harley-Davidson—Glen Hafer and A. J. Griffith; Wagner—C. M. Frink.

Women Motorcyclists Suffer Mishaps.

Two woman motorcyclists figured in the news stories of the week—both in mishaps. After crashing through the $75 front window of a restaurant, into which she had been catapaulted by her motorcycle, Mrs. Lidie L. Leslie, of Akron, O., manifested her calmness and proved that both she and her machine were unharmed, by walking out to where the machine rested, remounting it and riding it home. Mrs. Howard Vale, of Oberlin, Kan., a rural free delivery carrier, was less fortunate in her mishap. Her motorcycle threw her over a ten-foot embankment, after the brake mechanism had become jammed. Her hip was broken and she received a number of minor injuries.

RAIN FALLS ON CENTURY RIDERS

But Comparatively Few Failures Result, More than 100 Surviving—Slow Division Proves Most Attractive.

Despite impending rain at the time of starting, the Century Road Club Association held its 12th annual spring century run Sunday last, 5th inst., about 130 riders leaving from Columbus Circle, New York City, for the long ride over Long Island roads.

The regular division was under the guidance of J. M. Mitchell, assisted by B. Baker, G. Bieregel and C. Anderson of the Courier Wheelmen, and J. Schmid of the Iver Johnson Wheelmen, as pacemakers, their departure occurring at 7:15 a. m. There were 100 riders in line.



FAST DIVISION IN C. R. C. A. CENTURY RUN

As striking evidence that the real interest in century riding is because of the slow pace, the fast division did not attract nearly so many riders. In fact, there were only 35 men in line when Chief Pacemaker S. R. Morrison called the start at 8:05 a. m. The assistant pacemakers were A. R. Cooley and Sylvain Segal of the promoting organization, and R. G. Westervelt of the Century Road Club of America. The course took the riders over the Queensboro bridge to Jamaica, thence to Freeport, Babylon and Hicksville—where dinner was served, the return being made via Seaford and Valley Stream.

The century grinders found rough roads from the beginning of the Hoffman boulevard as far as Valley Stream, and from the latter place to Seaford, a fresh coating of oil placed on the road the day before making the riding execrable. On the way from Hicksville to Babylon one of the riders was struck by an automobile, and as his bicycle was put out of commission and he slightly injured, he was sent home by train.

The homeward trip was made successfully as far as Seaford, when the rain began to fall, and by the time Jamaica was reached every rider in the slow division was drenched. The fast division managed to get to Oppers', on the Hoffman boulevard, just before the first shower came up, but they later ran into another shower on the way in.

The silver loving cup offered to the club having the largest representation was won by the Century Road Club of America, the other clubs competing for it being the Courier C. C., Columbia Road Club, Carroll Cyclers of Baltimore, Trinity Club, Maskette A. C., Gotham C. C., Iver Johnson W., Circle C. C., and the Hudson A. C.

Because of the rain several of the riders returned by train, but only about 22 of the original starters failed to finish in time to qualify for the silver medals offered to all survivors.

Nickeled Racer as a First Prize.

With 25 attractive place prizes, headed by a nickelplated Pierce special racer, and five time prizes, with a Queen City racer as the first award, the 50 miles handicap road race promoted by the Century Road Club of America ,and set for decision, Sunday, June 19th, is expected to attract more than 100 entries from local and visiting cracks. The race will be held on the level Merrick road and will start at 9:30 a. m. sharp, in order to avoid the automobiles that fill the highways in the afternoon. Entries are being received by Henry Kest, 41 Union square, New York City.

Bay City Team Wins Stockton Trophy.

The Bay City Wheelmen of San Francisco, Cal., won the annual Stockton trophy team relay race at the Golden Gate Stadium in that city on Sunday last, 5th inst., scoring 18 points against the 11 won by riders of the Garden City Wheelmen of San Jose. The New Century Wheelmen, San Francisco, finished a close third with 10 points. Five riders were on each team and each rode a distance of 5 miles, points being awarded 5 for first, 3 for second and 1 for third, with 5 points additional to the winner of the fastest heat. Fred Diver of the Bay City Wheelmen was the star rider of the race, and to his ability were due 10 of the 18 points of the winning club. He completed his 5 miles heat in 15 minutes 19 seconds, which was the fastest lap.

BERMUDA TOUR IS FILLING FAST

Unusual Outing Finds Ready Favor—Free Trip for a Lucky Number—Program an Attractive One.

From present indications the first annual Bermuda cycle tour being organized by the Century Road Club of America, which will take place from July 23 to August 1, inclusive, will be even more successful than the promoting organization had dared hope for. Despite the late announcement, the tour met with instantaneous approval, and this week 37 reservations already had been made.

As has been announced in the Bicycling World, the tourists will leave New York City at 10 a. m., Saturday, July 23 ,on the Royal Mail Steam Packet Company's new 6,000-tons S. S. "Trent," Bermuda being reached early Monday morning, July 25th. One of the features of the trip to Bermuda will be a dance on deck Saturday night and a drawing, and the person holding the winning number will receive a free trip.

Monday will be spent in informal rides around Hamilton, the capital city of Bermuda, and Tuesday morning the first organized tour will take place. The destination will be Spanish Point, returning via the North Road and Devonshire Dock with sea bathing enroute. In the afternoon will be a tour to Gibbs Hill Lighthouse, from which all the islands can be viewed, to the quaint village of Somerset, the barracks at Boaz Island and the dockyard, the return to Hamilton being made by boat.

From a sporting standpoint Wednesday, July 27th, will be made the gala occasion. Efforts are being made to hold a 10 miles handicap bicycle road race in the morning. The only reason that this event has not been announced definitely is because the local law prevents such contest being held on the public highway. However, the government owns many miles of excellent road, and a representative of the Royal Mail Steam Packet Company left New York City this morning (Saturday) to ascertain if this roadway cannot be used for the purpose. Another sporting event in the morning will be a swimming race from the Hamilton dock to the Isle o' Wight and return, a distance of about a mile.

In the afternoon the feature will be a baseball game between a nine picked from the tourists and the regular Bermuda nine, for a trophy presented by the steamship company. The curtain raising events will be a 100 yards dash and a mile run. The prizes in the swimming and running races will be ornate gold, silver and bronze medals, now being designed, and which will be struck from a commemorative die. That this part of the program is arousing intense interest in Bermuda is gleaned

from the fact that word has was received this week that the merchants of Hamilton have decided to close their places of business on that day, in order to allow all of their employees to witness the sports carnival.

Perhaps the most attractive part of the tour will be the tour to St. Georges, arranged for Thursday, July 28th. The trip to St. Georges will be made via the beautiful north road and ample time will be given to explore thoroughly that historic town and to have lunch there. Besides its quaint stone houses, narrow streets, and magnificent public garden, which contains date palms more than 150 years old, St. Georges abounds in historical romance. It is one of the oldest towns in the Western Hemisphere, and was named in honor of Admiral Sir George Somers, who died there in 1610. The town was founded in 1612 and remained the capital of Bermuda until 1815, when the seat of government was removed to Hamilton. The town and harbor have been the scene of many interesting occurrences closely connecting the Bermuda people with those on the American continent. From the harbor, in 1610, sailed the two ships which carried supplies to the starving colony at Jamestown, Va., and from one of its forts a supply of gunpowder was obtained that saved the day at the Battle of Bunker Hill. The prisoners in the war of 1812 were confined in the jail at St. Georges, this building serving as the postoffice today. In the Civil War St. Georges played an important part in the affairs of the Confederacy. It was here that the supplies for the Southern States were landed from Europe, to be transferred to the blockade runners.

St. Georges is quaint even to-day, for its general plan has not changed much in the last 100 years. The town is laid out with its market square, every street end opening into it, so that in times of attack a few pieces could command all the streets and a few men be able to repel an army of invaders. Among the places of interest are the public gardens, St. Peter's Church, built in 1713, where can be seen the communion service presented by William III. in 1684.

On the way back from St. Georges the cyclists will visit "Walsingham," which was the home of Tom Moore, the illustrious Irish poet; the Crystal Caves, with its thousands of crystal stalactites and stalagmites; the Devil's Hole, with its thousands of myriad-colored fish; returning to Hamilton via the picturesque Middle Road, stopping at the old Devonshire churchyard and at the Prospect military camp.

Friday morning will be utilized by a steamer trip to the sea gardens, embarking in small boats through the glass bottoms of which can be seen the entrancing plant and piscine life at the bottom of the sea. A visit also will be made to the famous aquarium. The afternoon will be given over to bathing, boating and fishing excursions, while a moonlight sail around the islands will be the correct thing in the evening. The embarkation for New York will be made Saturday morning, July 30th—then two days on the ocean until New York is reached.

Swenson Stars on Dead Horse Hill.

B. A. Swenson, the Providence, R. I., "rough rider," made the fastest time in the motorcycle events held in connection with the Worcester Automobile Club's annual Dead Horse hill climb on Saturday last, 4th inst. Evidently trade riders in and around Worcester are not plentiful, for Swenson was the only contestant in the two events for this class, and he therefore enjoyed walkovers. In the class for singles he covered the mile slope with an average rise of 10 per cent. in 1 minute 19 1-16 seconds, but in the event for twins romped up right merrily in 1:03, which was only a few seconds slower than the time made by two racing automobiles. Howard Clarke, Indian, won the event for Worcester County riders of singles. Clarke's time was 1:43⅕, and Robert McDonald, M-M, the only other competitor, reached the summit in 2:11-7-10. The event for Worcester county riders on twins was well filled, and Edward Jerome on an Indian finished first in 1:10 7-10. Clarke finished second in 1:14⅕; I. C. Cooms, Merkel-Light, was third in 1:17 9-10; Warren B. Fish, similarly mounted, finished in 1:28 3-10, and Arthur Bennett, Indian, was times in 1:38⅖. Paul Rhode, Indian, reached the top, but his time was not announced.



SWENSON MAKING HIS FAST FLIGHT ON DEAD HORSE HILL

"Concoursers" Gather at Savin Rock.

Visitors at Savin Rock, Conn., which is a shore resort on the outskirts of New Haven, on Sunday last, 5th inst., saw the largest gathering of motorcycle riders that ever congregated in Connecticut, if not in New England. The occasion was the third annual spring run of the Concourse Motorcycle Club of New York, and so well was the event advertised throughout New England that large delegations from surrounding towns came to great the New Yorkers and eat lobster with them. Springfield sent the largest party, 41, including one lady, Mrs. J. F. Platt, who occupied the tandem seat of her husband's machine. Hartford, Meriden, New Haven, Bridgeport and Providence also were well represented, over 160 riders being present at the meet.

Thirty-five came from New York, and these chiefly were interested in the pair of gold plated spark plugs offered by the Concourse club for the most consistent performance on the run, based on a percentage score and which included a secret control near Norwalk. The official total mileage was 144, and the schedule called for 18 miles per hour, 7 a. m. being the starting hour. As might be expected, that veteran tourist, M. E. Toepel, Indian, who is a rival of the Blue Book on road matters, captured one of the golden sparkers; William Todd, N. S. U., won the other. The silver cup offered for the club other than the promoting one having the most members on the run, was not awarded, as the delegations from the other organizations were below the minimum set. About half of the contestants finished inside the schedule and will receive silver medals. Shortly after starting for home, rain fell at intervals and the last 10 miles was made in a driving storm which thoroughly drenched those unfortunate enough to be caught in it, and brought a lot of short circuits to the riders whose magnetos were not protected by waterproof covers.

FAST TIME AT FORT ERIE RACES

Buffalo Motorcyclists in Seven Stirring Events—Goerke an Attraction—Does Better than a Mile a Minute.

In spite of a small crowd there was plenty of excitement at the postponed motorcycle race meet at the Fort Erie mile dirt track, near Buffalo, N. Y., Saturday afternoon last, 4th inst. Mile a minute racing was the order of the day, and from the interest displayed it is certain that the next meeting held in Buffalo will draw a larger crowd.

H. H. Ganson, of Buffalo, captured the feature event, a 25 miles free-for-all, which had been reduced from 50 miles because of the lateness of the hour. Nine riders started and Walter Goerke, of Brooklyn, was expected to show the local cracks something in the way of thrilling curve skids, but Goerke found his machine was not running as well as he wished, necessitating his withdrawal in the 9th mile. J. H. Diamond rode well until the 22nd mile, when he was put out of the running. Ganson rode faultlessly throughout and covered the first five miles in 5:17⅗, ten miles in 10:31, fifteen miles in 15:51⅗, twenty miles in 21:53, and finished the quarter century in 26:05. His fastest mile was turned in 59⅗ seconds. E. Stauder, of Rochester, was second, and Winfield Graham, third.

The fastest time of the day was made by Goerke in the 15 miles free-for-all trade riders. The Brooklyn "warrior" finished in 15:09⅗, but several of his miles were under the minute, one being caught at 57⅗ seconds. In addition to the open events there were five races for private owners, two events being restricted to members of the Buffalo Motorcycle Club. In the 10 miles race for twins—B. M. C. members—Ganson was bounced from his machine in a collision with another rider, but he displayed unusual agility by remounting, cutting down a half mile lead, and winning out in a pretty sprint. E. J. Hanks won the race for singles, restricted to members of the local club. In the other events Stauder showed "class" in both the 30½ and 61 events. The race for machines not exceeding 45 cubic inches was won by C. M. Logan, who made his first appearance as a track rider. It was a field day for Indian motorcycles, as they finished one, two, three in every event except the single class for the Buffalo club members, and in that race Hanks, the winner, was on an Indian. The summaries:

Ten miles private owners, 30½ cubic inches—Won by E. Stauder; second, A. J. Castle; third, E. J. Hanks. Time, 11:43⅕. Also ran—Stein, Maisel, Schudt, Ellsworth.

Ten miles private owners, 61 cubic inches—Won by E. Stauder; second, C. M. Logan; third, Winfield Graham. Time, 10:22. Also ran—Schwegler, Diamond, Schudt, Ellsworth, Forsythe, Straub.

Ten miles private owners, 45 cubic inches—Won by C. M. Logan; second, E. J. Hanks; third, A. Weil. Time, 11:03⅗. Also ran—Maisel, Schudt.

Fifteen miles trade riders, free-for-all—Won by Walter Goerke; second, H. H. Ganson; third, E. Stauder. Time, 15:09⅗. Also ran—Logan, Graham, Schwegler, Diamond, Young, Forsythe, Dayrock.

Ten miles Buffalo M. C. members, singles—Won by E. J. Hanks; second, Fred Schudt; third, Wiliam J. Maisel. Time, 12:34.

Ten miles Buffalo M. C. members, twins—Won by H. H. Ganson; second, Winfield Graham; third, Joseph H. Diamond. Time, 11:09⅗. Also ran—Schwegler, Logan, Weil.

Twenty-five miles trade riders, free-for-all—Won by H. H. Ganson; second, E. Stauder; third, Winfield Graham. Time, 26:05. Also ran—Ellsworth, Hanks, Schwegler, Logan, Diamond, Goerke.

Noe Beats New York-Albany Record.

Joseph Noe, a member of the New Jersey division of the Century Road Club of America broke a long-standing record on Saturday last, 4th inst., when he rode from the City Hall, New York City, to Albany, N. Y., in 10 hours 21 minutes. The previous record, made by Lewis Bailey of Poughkeepsie, in October, 1900, was 11 hours 11 minutes.

Noe left New York City at 6 a. m. and was paced as far as Tarrytown, 28 miles, by H. F. Wienert. Further along the road he met Thomas LaRossa, who accompanied him as far as Peekskill, and from this point he was unpaced. Tarrytown was reached at 7.32 a. m., and Peekskill (46 miles) at 1 hour 10 minutes later. The Jersey cyclist arrived at Fishkill (65 miles) at 10:40 a. m., and pulled into Poughkeepsie (81 miles) at 11:08 o'clock.

Between Rhinebeck (97 miles), reached at 12:15 p. m., and Hudson Noe broke six of the spokes in his rear wheel, but rather than lose the time he took a chance of the rear wheel collapsing and got into Hudson, 123 miles from New York City at exactly 2 p.m. Kinderhook was reached at 2:49 p.m.

Until this time no rain had been experienced, but just after leaving Kinderhook Noe met a slight shower which turned into the real thing four miles from the city and he continued through the downpour into Albany (157 miles), reaching the State house at 4:21 p. m. Although drenched to the skin, he said the only ill effect of his long ride was an enormous appetite which he at once proceeded to appease.

Noe has figured in the record breaking list once before. About a year ago he succeeded in lowering the much attempted New York-Boston time, which he reduced to 20 hours 36 minutes, nearly three hours better than the previous record.

SCHELLER TAKES THE FIRST TITLE

"Imported Amateur" Wins First Championship for "Pures"—Newark Night Meet Spells Hard Luck for Bedell.

Two champions were produced at the Newark (N. J.) Velodrome at the Wednesday night meting, 8th inst., and Chris Scheller, one of Manager Chapman's stable of "millionaire amateurs," drew first blood in the National Cycling Asociation's amateur circuit championship, which is decided by a series of races at varying distances, the scoring being the same as in the professional race, i. e., 5, 3, 2 and 1 points for first, second, third and fourth positions. Scheller won the quarter mile title and Kramer succeeded in adding to his pointage by defeating Fogler, Menus Bedell and Krebs in the final heat of the professional two miles championship.

John Bedell suffered a choice bit of hard luck in the ten miles professional motorpaced race. Bedell had as his opponents George Wiley and Alfred Halstead, and he showed that he was the fastest of the trio. The former Long Islander had things his own way, and at the beginning of the homestretch had the race virtually won by a half lap. Bedell was just about to lap Halstead when his tire punctured and he fell half way down the homestretch. Had his feet not been strapped to the pedals he might have picked himself up and run to the tape with his bicycle, but as it so happened Wiley was only a half lap behind and before Bedell could disentangle himself the little Syacusan had swept past and won. He missed hitting Bedell by only a few inches. Halstead also finished, just as Bedell was getting up to walk across the tape. Although he was placed third, Bedell was accorded the honors of victory by the crowd of 6,000 spectators.

In the professional championship Kramer had speed to spare. Kramer and Krebs qualified in the first heat and Fogler and Menus Bedell were placed in the second heat. The next preliminary went to Goulette, the Australian, and Root, while Drobach and Fred Hill qualified in the fourth. The first semi-final brought the elimination of Hill and Drobach, Bedell and Krebs coming in for the final, while Kramer and Fogler got the second semi-final. In the final Pedlar Palmer was sent out to pace the quartet until a quarter mile to go, and although he did not exert himself, he kept the field strung out. When the final jockeying began Kramer made the first jump, but it was only a feeler, for he immediately slowed up and Fogler tried the same stunt, but Kramer caught him in the act and was able to forestall the Brooklyn crack, winning by a length, and looking back at Fogler as he crossed the tape. Bedell was third and Krebs last.

Scheller's victory in the quarter-mile amateur championship was a great ride, as he had to defeat Magin Brennan and Passinger in the final heat. On the getaway Brennan and Magin uncovered a brother stunt which, if properly executed, might have brought Magin through a winner. Brennan got off first and with Magin on the pair opened a gap of several lengths on Passinger and Scheller. The last named had figured upon Passinger as the man to beat and had stuck to him accordingly. However, when he saw his predicament, the San Franciscan simply tore around the six laps saucer. He passed Passinger coming into the bell and reached Magin and Brennan at the beginning of the last backstretch and the finishing straight and just nailed Magin by a scant foot at the tape. Passinger made a belated sprint and four riders were abreast at the finish. It was the prettiest finish of the evening. The summaries:

One-quarter mile championship, amateur—Won by Scheller; second, Magin; third, Passinger; fourth Brennan. Time, 0:29⅘.

Two miles championship, professional—Won by Kramer; second, Fogler; third, M. Bedell; fourth, Krebs. Time, 4:37⅕.

Two miles handicap, amateur—Won by Abbott (240); second, Turton (250); third, Cone (260. Time, 4:02⅖.

Two miles consolation, amateur—Won by McCarthy; second, Carmen; third, Hollister. Time, 4:17.

Two miles handicap, amateur—Won by Lawrence (45); second, Hehir (10); third, Stein (35); fourth, Kramer (scratch). Time, 1:19.

Ten miles motorpaced, professional—Won by Wiley; second, Halstead; third, J. Bedell. Time, 14.48⅗.

Why Minneapolis Firemen Use Bicycles.

From the standpoint of economy and health it was perhaps a fortunate thing for Minneapolis (Minn.) firemen when the anti-pass law deprived them of riding on the street railways gratis. Before that law went into effect a fireman's uniform was a pass on all cars. As there was no salary increase when the law went into effect, the firemen felt it keenly, as the council would not pay their carfares. As the logical result they turned to bicycles, and now it is asserted that 120 firemen use the bicycle daily in going to and from their homes to the stations.

New Frankfort Track Proves Fast.

That the new board track of Frankfort, Germany, is one of the fastest courses in the world now is certain. At the inaugural meeting, May 14th, Paul Guignard set up a world's paced record for machines complying with the new regulations; i. e., with the roller placed 40 centimetres back of the rear wheel. Guignard, in the hour, covered 52.3 miles. The track measures two laps to the kilometre, or a little over three laps to the mile.

REVERE BEACH BEGINS ITS SEASON

Hill Proves His Versatility Before Good Crowd—"Shamateur" Stable Captures All Amateur Events.

Fred Hill showed his versatility at the regular Saturday night meet at the Revere Beach (Mass.) saucer track on June 4th, at the first National Cycling Association circuit meeting held at that track this season. Hill entered in the 5 miles championship and succeeded in finishing second to Kramer and a few minutes later went into the motorpaced race and gave John Bedell a mighty hard tussle. The meet was interesting throughout and attracted a crowd of about 5,000.



Following the new practice the 5 miles national championship was run in one heat, but the 39 dollar bills for the leaders of that many laps made the race fairly fast from gun to bell. The lap scrimmage cooked a lot of the weaker riders and the last mile saw less than a dozen still in the fray. Hill sprang his surprise at 1½ laps from the finish, when he uncorked a frog-like jump at a time when Kramer was back in the bunch. Hill led by a length to the turn into the homestretch, when Kramer began to nose up. A yard from the tape Hill looked like a sure winner, but a magnificent finish by Kramer won the race by a couple of inches. Menus Bedell and Percy Lawrence had a pretty race for third, the former scoring. Hehir finished fifth, just out of the pointage.

In the mile handicap Kramer found the going too hard in his heat and Root and Goulette, both on 35 yards, were virtually the scratch men in the final, the other starters being Bardgett, Lawrence, Mitten, Rupprecht, Krebs, Drobach and Halstead. Mitten won from Bardgett, with Krebs third and Goulette fourth.

The 10 miles motorpaced event had Halstead, Hill and John Bedell in line. Hill gave Bedell a strenuous ride, but a lap lost early in the race proved his stumbling block, for the best he was able to get back was half the distance. Halstead had pace trouble and finished five laps behind. Bedell rode a pretty race and earned the generous applause given him at the finish of the ride.

Chapman's stable of millionaire "shamateurs" made a clean sweep in their two events, not a single local rider scoring. The summaries:

One-half mile handicap, amateur—Won by Carmen; second, Scheller; third Hollister. Time, 1:01⅕.

One mile handicap, professional—Won by Mitten (120); second, Bardgett (90); third, Krebs (9); fourth, Goulette, (35). Time, 2:01.

Two miles scratch amateur—Won by Scheller; second, Hollister; third, Carmen; fourth, Coburn. Time, 4:14⅕.

Five miles championship, professional—Won by Kramer; second, F. Hill; third, Menus Bedell; fourth, Lawrence. Time, 10:28⅗.

Ten miles motorpaced, professional—Won by John Bedell; second, F. Hill; third, Halstead. Time, 16:46⅖.

Some Casualties of the Week.

Following a visit to New Haven, Conn., James Sheehan, of Boston, A United States infantryman, fell from his bicycle as he was returning to camp at East Haven, on the 4th inst., his skull being fractured by the fall. He was picked up unconscious and died at the camp hospital a few hours later. Another accident victim was claimed on the 5th inst. when John Spella, of Bedford Centre, was killed by an express train at Mount Kiscoe, N. Y., while riding his bicycle over a crosisng.

Stricken with heart paralysis while riding his motorcycle, Charles W. Barrett, of Brooklyn, chief inspector for the Otis Elevator Co., died on Fifth avenue at Twenty-fourth street, New York City, on the 5th inst. On the 6th inst. Mrs. Elizabeth Kufahl, of Brooklyn, was knocked down by a motorcycle at Gates avenue and Broadway. Her right knee cap and right arm were broken and she was badly cut about the face. The rider of the motorcycle, Alexander Kramer, was found lying on the sidewalk after the accident, due to the fact that his wooden leg was broken, although he was not seriously hurt. In San Francisco, Cal., on the 29th ult., Edward Lucero, 12 years old, was struck by a motorcycle, receiving injuries which caused his death half an hour later.

Rain Postpones Two Racemeets.

Rain in Sunday last, 5th inst, prevented racing at both the Newark Velodrome and the Clifton (N. J.) Stadium. The programs which were to have been held will, therefore, prevail tomorrow, the 12th inst.

CLARKE "UNWINDS" AT SALT LAKE

Shows Whirlwind Speed in Both "Pro" Races—Walker Beats Hopper—Brodbeck and Diefenbacher Score.

Salt Lake City, June 4.—If any of the other professionals expect to be numbered among the headliners this season they need to take a bracer, if the showing made by A. J. Clarke at the second Salt Palace meeting last night is a key to the speed he intends to display this season. Clarke rode magnificently and won both professional races, coming within one-fifth second of the world's record in the one-mile handicap.

The mile handicap really was the sizzler of the evening, and a crowd of 5,000 people stood up in their seats from start to finish. Clarke and Lawson started from scratch in the final heat, with Macfarland and Pye a little distance in front. Pye gave the scratch men a great pull for three laps and then Macfarland lessened the distance. Clarke and Lawson were left with a gap just as Walter DeMara, who was with the leaders, jumped. The popular little Australian was a red and white streak as he closed the gap, shaking off Lawson, Macfarland and Pye, circled around the bunch and tore after DeMara. He nipped him right at the tape and the time was 1:48⅘, only one-fifth second slower than the world's record. It was a magnificent ride.

In the two miles scratch Clarke gave another exhibition of his prowess by defeating Iver Lawson by inches in the final dash. Walker got third place and DeMara fourth.

Ray Duer, formerly of Buffalo, who came into prominence last year by breaking the American motorpaced records from 1 to 10 miles, rode a 2 mile exhibition behind Fred E. Whittler and was timed in 2:35⅗, which was two-fifths second faster than ever was done before on the Salt Lake 8-laps track. The match race between Walker and Hopper went to the former in two straight heats. In the first tussle Hopper was caught asleep, and in the second he used his head, but did not have quite enough speed. Diefenbacher and Brodbeck again shared honors in the amateur races, each taking a first and second, as on the opening night.

The summaries:

Unknown distance, amateur—Won by Diefenbacher; second, Brodbeck; third, Hume; fourth, McNeil. Distance, 2 miles 6 laps. Time, 6:17.

Unlimited pursuit, amateur—Won by Brodbeck; second, Diefenbacher; third, Hume; fourth, Huey. Distance, 2 miles 1 lap. Time, 4:51⅗.

One-half mile match, professional—First heat won by Walker; second, Hopper. Time, 1:16. Second heat and match won by Walker. Time, 1:38.

One mile handicap, professional—Won by Clarke (scratch); second, DeMara (55); third, Senhouse (75); fourth, Carslake (105). Time, 1:48⅘.

Two miles scratch, professional—Won by Clarke; second, Lawson; third, Walker; fourth, DeMara. Time, 3:53⅕.

Two miles motorpaced against time, professional—Ray Duer. Time, 2:35⅗.

Major Taylor to Race Clarke and Lawson.

The plans of "Major" Taylor for the present season were made known this week when Manager Harry W. Heagren, of the Salt Palace saucer track, Salt Lake City, secured Taylor's acceptance of a contract to race in Zion during the summer. Taylor has been offered a contract to ride in Europe, but Heagren was able to offer more flattering inducements and the Worcester negro telegraphed his acceptance. Taylor's contract calls for his appearance in Salt Lake City in July, when he will meet A. J. Clarke and Iver Lawson in a series of match races, and also compete in the open races. With Macfarland, Clarke, Lawson, Pye and Downing as headliners, Heagren feels assured of the most successful season in the history of the Salt Lake track.

Lapize Establishes New World's Records.

Rain interrupted the meeting at the Velodrome Buffalo, Paris, May 22nd, but not before Octave Lapize succeeded in breaking the world's human paced record for three hours tandem-paced race, but the Englishman soon gave up. Lapize rode faultlessly and from the 60th kilometre upward shattered all previous records. In two hours he covered 95 kilometres 50, as compared with Georget's old record of 94 kilometres 690, and his time for 100 kilometres was 2:06:34⅕, nearly a minute better than the former record. In three hours he covered 137 kilometres 570, which works out to 85.43 miles. Georget's previous record was 136 kilometres 500. At the finish Georget was 8 laps and Combes 11 laps behind.

Spectators Permitted Inside Tracks.

After grave deliberation, the German police have decided to allow spectators within the track enclosures, provided the managers comply with the new regulations, which state that a double barrier shall be erected in the enclosure. This must be located 30 feet from the inside edge of the track, and the intervening space filled with sand, so that if a machine runs amuck it will topple over before striking the line of spectators. Since several accidents of the sort, the police authorities have prohibited persons in the track enclosure, and the German managers have, in consequence, lost considerable money. The new conditions should be considered a thoroughly effective safeguard for the public.

DROBACH HANDS OUT A SURPRISE

Outsprints Kramer and Other Veterans in Half Mile Championship—Live Racing at New Haven.

Frank L. Kramer apparently held Peter Drobach, who only a couple of years ago was a sprintless amateur, too cheaply in the half mile championship at the New Haven (Conn.) meet Thursday night last, 9th inst., and as a result he had to be satisfied with third place, John Bedell also finishing ahead of the champion.

Kramer, Root, Drobach and John Bedell qualified for the final heat and the three riders immediately began jockeying for Kramer's rear wheel. Root succeeded in ousting Drobach from that coveted position, whereupon the South Boston lad became angry. He was so riled, in fact, that he unwound a long sprint two laps from home and Kramer and Root waited until the last lap before attempting to pass him. The result was that when Kramer tried to pass Drobach he found the latter had a great deal of sprint left. Drobach won easily and pulled John Bedell through for second place.

In the two miles handicap for professionals Joe Fogler, who rode from scratch, was unable to overcome the big leads of his opponents and finished fifth.

The paced race was won by Elmer Collins, who defeated Vanoni by 50 yards. Menus Bedell was the third starter, but he was lapped by both Collins and Vanoni. Carmen and Wright shared honors in the events closed to acknowledged professionals. The summaries:

Two miles scratch, amateur—Won by Carmen; second, Scheller; third, McCarthy; fourth, Coburn. Time, 5.13.

One-half mile championship, professional—Won by Drobach; second, J. Bedell; third, Kramer; fourth, Root. Time, 1:13.

One-half mile handicap, amateur—Won by Wright (scratch); second, Hollister (40); third, Carmen (25). Time, 1:00⅗.

Ten miles motorpaced, professional—Won by Collins; second, Vanoni; third, M. Bedell. Time, 14:15.

Two miles handicap, professional—Won by West (105); second, Wells (140); third, Rupprecht (140); fourth, Mitten (150); fifth, Fogler (scratch); sixth, Anderson (30). Time, 3:54⅘.

Gombault to Try for New Record.

Gombault, a French pace follower who once held the 50 kilometres record, has announced his intention of trying to better Guignard's hour record of 63 miles 189.8 yards. Bertin, who paced Wills when the little Englishman set the record of 61 miles which Guignard later broke, is to be his pacemaker. The attempt will take place on the Munich track, the fastest in Europe.

CORRESPONDENCE

Engine Knocks Give Him Trouble.

Editor of the Bicycling World:

Being a subscriber to your magazine, I notice that you are good enough to give information to inquirers in regard to any trouble that they may have with their machines.

I am riding a 5 horsepower twin Indian, 1910 model. In the last two weeks there has developed a knock or pound that I have been unable to locate; it is noticeable only when the spark is retarded (machine has magneto ignition), and when the engine is not heavily loaded; that is, when going down hill or on level after machine has gotten under good headway. The front or gear chain seems to be too slack; and this chain has a few links which are becoming considerably worn where the rivet extends through the links; in fact, two of the links have worn so that with a little pressure they can be taken apart from the rivets.

I have taken good care of the engines; always cleaning them with kerosene after a week's riding, or about 200 miles' use, and have kept the cylinders well oiled, as the pump is working perfectly. I have carefully inspected every nut and connection (outside) and can find none loose, and I am at a loss to know what the trouble is, unless it is caused from the loose gear chain. If you think this is the trouble, please advise me how to remedy it.

Yours truly,
A. L. PEERY,
Mississippi.

[Your trouble probably is due to loose connecting rod bearings, either at the wrist pin or crank pin. Whether or not this is the case, however, can be discovered only by removing the cylinders.]

Retain Armory Prizes Unjustly.

Editor of the Bicycling World:

Kindly insert the following in your correspondence column with a reply to same:

Six men started in the final of a lap race held at the 74th Regiment Armory on February 26th, viz: Schieder, Schudt, Arenz, Delling, Hitchcock and Hoover. A spill occurred, taking down four men. Schieder and Delling continued, and Hitchcock and Hoover remounted and finished the race, riding an extra lap to make up the one lost in the spill. There are four prizes, however, in every race. Are Hoover and Hitchcock entitled to the prizes, as there were four finishers? The officials retained the prizes. A repetition of this occurrence was suffered at the 74th Regiment games. Tanner, Schudt, Burke and Mercer fell. Tanner and Burke remounted and finished, but the prizes were retained.

The real features of the local meets are the decisions rendered by the officials. For example, Adam Fischer finished fourth in a lap race, but the prize was given to a man who dropped out a half mile from the finish. A protest was entered, but to no avail. The officials apparently are not familiar with the technical points of cycle racing, as we asked the opinion of the six-day men, who witnessed the February meet at the 74th Regiment armory two days before the six days race started.

A reply to this will eliminate a whole lot of discord, as the riders will ride no more lap races under such conditions.

Your paper is considered the best authority on all technical points, and the prizes are being retained until we get definite information from you.

R. J. HOOVER,
Buffalo, N. Y.

[The placed men who complete the full distance in any race are entitled to the prizes; whether they may fall once or a dozen times, there is absolutely no warrant for withholding the awards.]

Lang Protests Against Trashy Tires.

Editor of the Bicycling World:

Within the last two years there has been a great deal of annoyance with inferior tires; so much so that I almost went to the trouble of importing some of the well-known foreign brands, merely to see what they would do.

Until the Fisk Rubber Co. brought out their high grade endless inner tube, there was no end of annoyance on the road. As I much prefer tubes of the butt end type, I used the product of a manufacturer that for many years enjoyed the reputation of making good tires. I purchased no less than six tubes in less than six months, and during this time had more pinhole punctures than at any period in my 16 years of riding. When hunting these leaks, the tube would generally tear apart as though it were made of a thin slice of cheese.

"Why don't you show them to the manager of the local branch?" I asked C. B. Jansky, a local dealer, when he showed me a whole heap of such tubes. "Just take yours over to the branch and try it," he replied. "Here's one that I bought the other day. It had a leak in the end, and of course I couldn't fix it. They told me I should have brought it back before I patched it. I often replace tires at my own expense."

As the branch was only a few doors distant, I thought I would register a kick and preach a sermon. I could not present my case, though, because the snobbish gentleman (?) in charge, who more likely than not, got his start in the hey day of cycling, got very much ruffled because a mere bicycle rider had the audacity to try to take up some of his time, which might have been devoted to automobile tires.

I did not get "kicked out" because I wanted him to replace the tube, for the very first thing I told him he did not have a tube in his stock that I could afford to have. As a matter of fact, I never did tell a maker he ought to replace a tire. Tires ought to be like shoes: Give at least sufficient service so that you can well efford to feel that you can throw them away and buy new ones.

Everyone ought to know how terribly cycling suffered from trashy tires and wheels. The Bicycling World has long sought to impress this fact, and now it appears that even some of our most reputable concerns are offering mere rubbish to the cyclist who seeks quality and is willing to pay for it. The last few tubes that I purchased were utterly worthless, and, in plain language, my money was obtained under false pretense. If these conditions prevail, is it any wonder that bicycles are not more generally used for utilitarian purposes?

GEO. LANG, JR.,
St. Louis, Mo.

To Make Old Oil Pumps Dustproof.

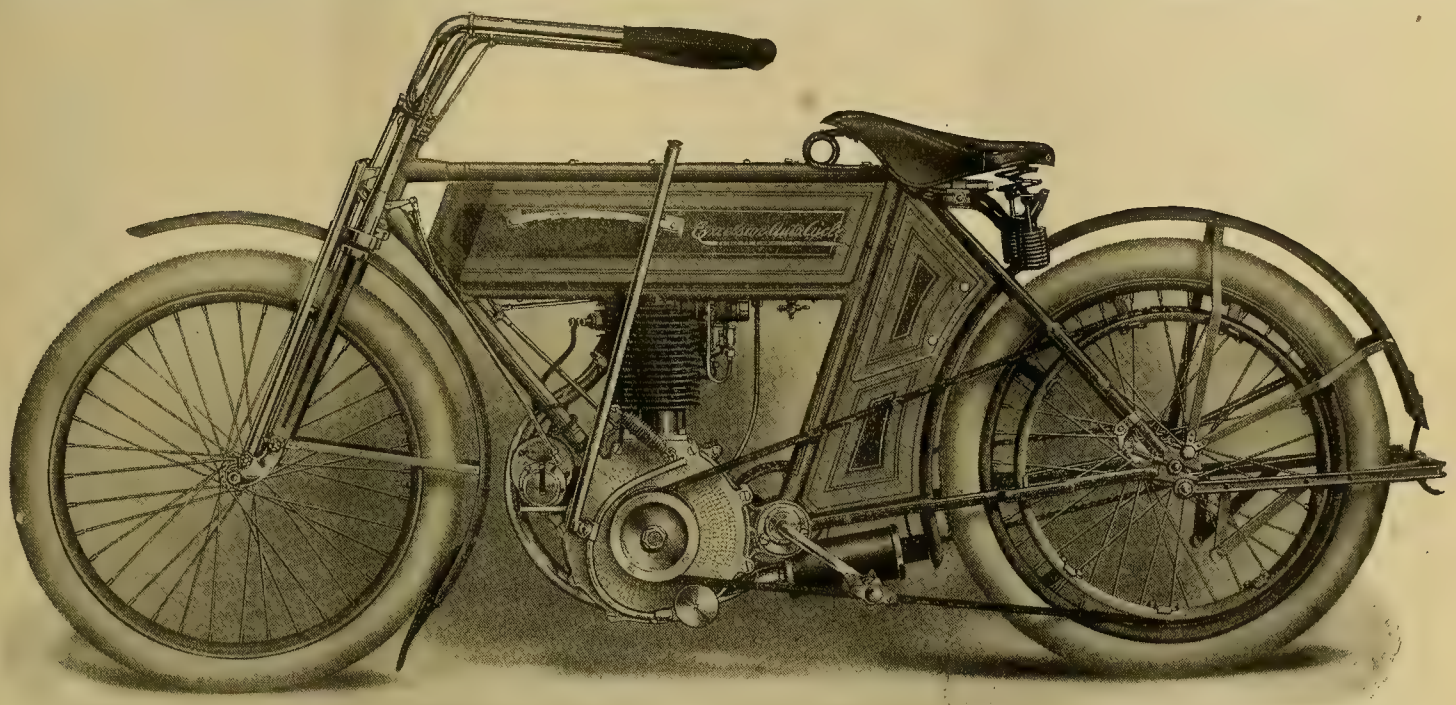
On hand oil pumps which have seen considerable service, the hole in the barrel cover, through which the stem passes, may become worn sufficiently to permit quite an accumulation of dust to gather on the stem and thus to find its way into the pump and so through to the bearings. To guard against even this very minute opportunity for injury to the machine, it is possible, at small expense, to fit a stuffing box to the pump. A small disc of copper, "drawn" into cup shape by being carefully peened with a hammer, but with its edges left perfectly flat, can be soldered into the under side of the cap. The hole, through which the stem of the plunger must pass, may be drilled after the cup is in place, in order to ensure proper alignment with the hole in the cap, and with care, the job may be done in such a way as to leave perfect freedom for the plunger and for the unscrewing of the cap. After the job is completed, enough of finely stranded wicking or soft twine may be crowded into the cavity which has been formed in this amateur stuffing box to form a suitable dust-proof packing.

Proper Gap in Magneto Spark Plugs.

It is a mistake to attempt to improve the magneto spark by widening the gap between the points of the plug. If the plug is set according to the maker's instructions, the gap is all the spark will bridge satisfactorily. Where the spark is regular but weak, it is better to look for current leakages and to make sure that the circuit breaker is working properly than it is to tamper with the plug adjustment. Generally speaking, attention to the plug should be confined to cleaning the points and insulation, and making sure that its joints are sufficiently tight so that no leakage is permitted to occur.

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MURPHY GOES BACK TO THE FORCE

"Mile-a-Minute" Policeman Terminates His Brief but Stormy Career as a Vaudeville Actor-Cyclist.

Charles M. Murphy is back on the New York police force. Until the fact was published in the newspapers this week, not very many people were aware that Murphy ever had doffed his brass buttons. Murphy who, paced by a Long Island locomotive, was the first man to pedal a bicycle over a mile in less than a minute, since has been known as Mile-a-Minute Murphy and never has ceased to be a person of more or less public interest. His reinstatement to the police force, therefore, is considered worthy of mention.

He left the force some six months ago to become an "actor," but his career was brief and unremunerative. As a matter of fact, Murphy faced the footlights for but one or two nights in a theater in the far suburbs of New York and his failure robbed the world of a stage race which was to have made his flight behind the locomotive look like thirty cents. R. S. Morton, a former chairman of the F. A. M. competition committee, who once was in the theatrical business, is the man who induced Murphy to believe that he was fated to become an "actor" and that a fortune was within his grasp, or rather within their joint grasp. Murphy, accordingly, resigned his job as a New York policeman and cast his lot with a company which Morton had organized; it consisted of ten or twelve men, several motorcycles and several bicycles.

According to the plans, the motorcycles were to pace the bicycles in a hair-raising, heart-throbbing race in full view of the audience. Few of those concerned were willing to talk about the venture, but it is stated that one race was sufficient for the theatrical manager. It was followed by a large sized three or four-cornered row which ended in the Morton-Murphy company being left without an engagement and causing it quickly to fall apart. Murphy then decided that the police business was not so bad after all, and applied for the reinstatement, which he just has obtained, while Morton concluded that there is more money in promoting motorcycle races of the real sort on the Guttenberg track. What became of the rest of the "Thespians" is unknown.

Motorcycle Climb in Louisville.

Members of the Louisville (Ky.) Motorcycle Club held a hillclimb on Bald Knob, near that city, on Decoration Day. Two difficult turns handicapped the riders and a number fell at these points. S. Klein, Indian, was the only entrant in the twin class, and he finished in 17⅘ seconds. L. W. Thompson, Yale; Maire Ray, Indian; J. Schurer, Harley-Davidson; F. Kahler, R-S; C. C. Schrader, R-S; E. A. Krementz, Harley-Davidson, and R. F. Hess, R-S, were put out by falls, the other singles finishing in the following order: 1, Peter J. Kuhn, Jr., R-S, 0:17⅘; 2, C. E. Rodgers, R-S, 0:19⅘; 3, Charles Baumester, Yale, 0:20; 4, E. B. Leyers, Minneapolis, 0:20⅗; 5, R. J. Buxe, Pierce, 0:22⅘; 6, Gus Ainesback, Harley-Davidson, 0:24.

Washingtonians in a Cycle Handicap.

Although no great amount of publicity was given it, the National Cycle Club, of Washington, D. C., held an 18 miles handicap road race on the Cabin John Bridge road near that city on Sunday, May 29th. The prize winners were: Place—1, George Nokes; 2, A. R. Schmidt; 3, F. Shallenberger; 4, John Ruhl; 5, E. Gales; 6, Max Scheer; 7, F. M. Sanborn; 8, R. Carroll; 9, William Denham; 10, Albert Heiland; 11, W. VanSoper; 12, E. Berlinsky; 13, S. Eby; 14, R. Hayes; 15, P. Gerrardi. Time prize winners—1, William Denham, 50:00; 2, F. Shallenberger, 50:07; 3, John Ruhl, 50:30.

Hodgin Wins Indianapolis Road Race.

Nelson Hodgin, 7 Indian, won the second annual road race of the Indiana Motorcycle Club on Decoration Day. The course was from Indianapolis to a point in the country and return. Hodgin covered the 65 miles in 82 minutes, this time being 17 minutes better than was made last year. F. Lapham, who finished three minutes behind Hodgin, rode a 5 Indian. Third place was captured by F. Stewart, fourth by M. McCoy, fifth by J. Ellis and sixth by C. Hendrickson.

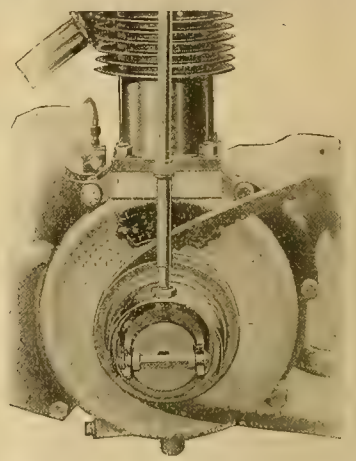
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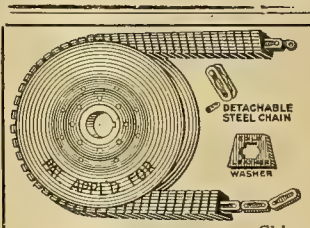


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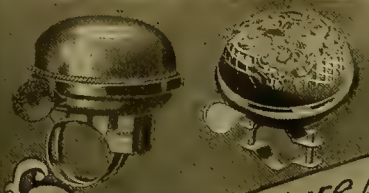
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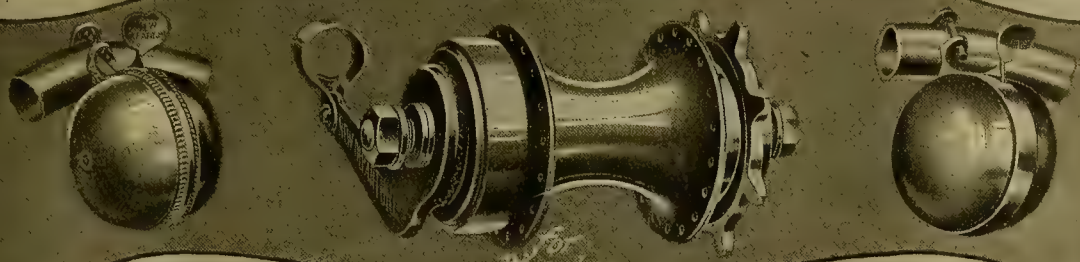
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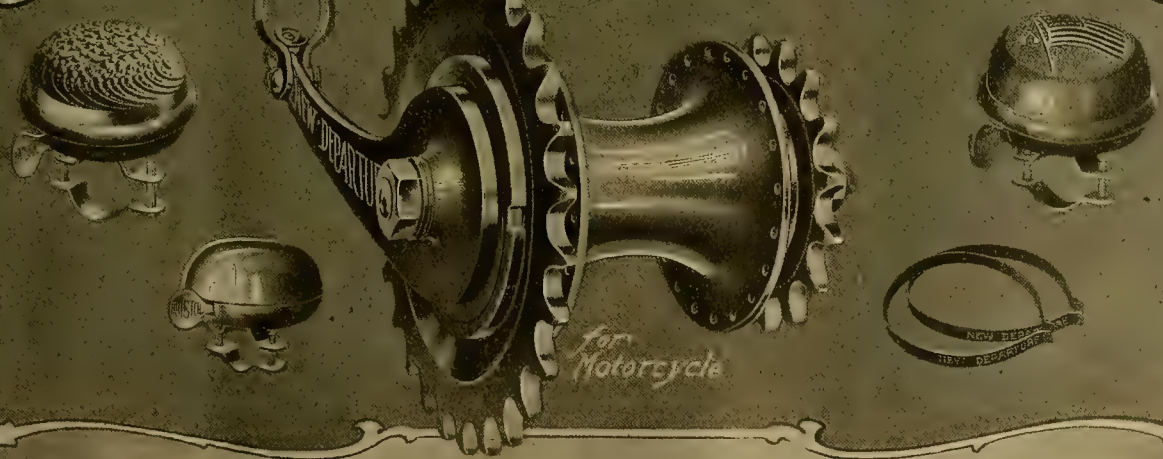


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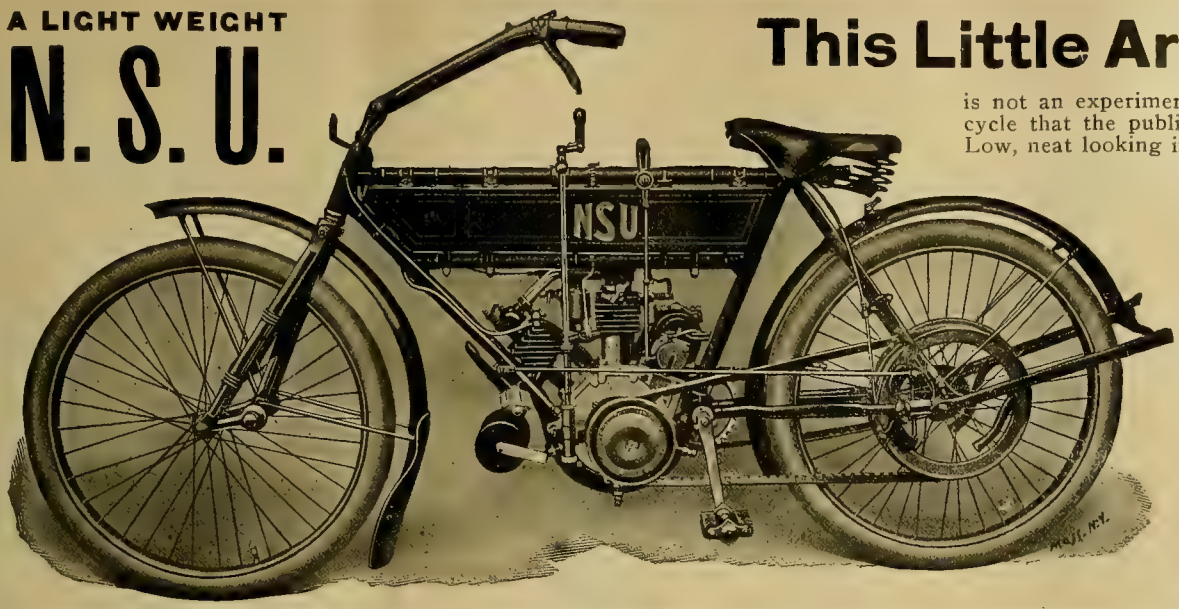
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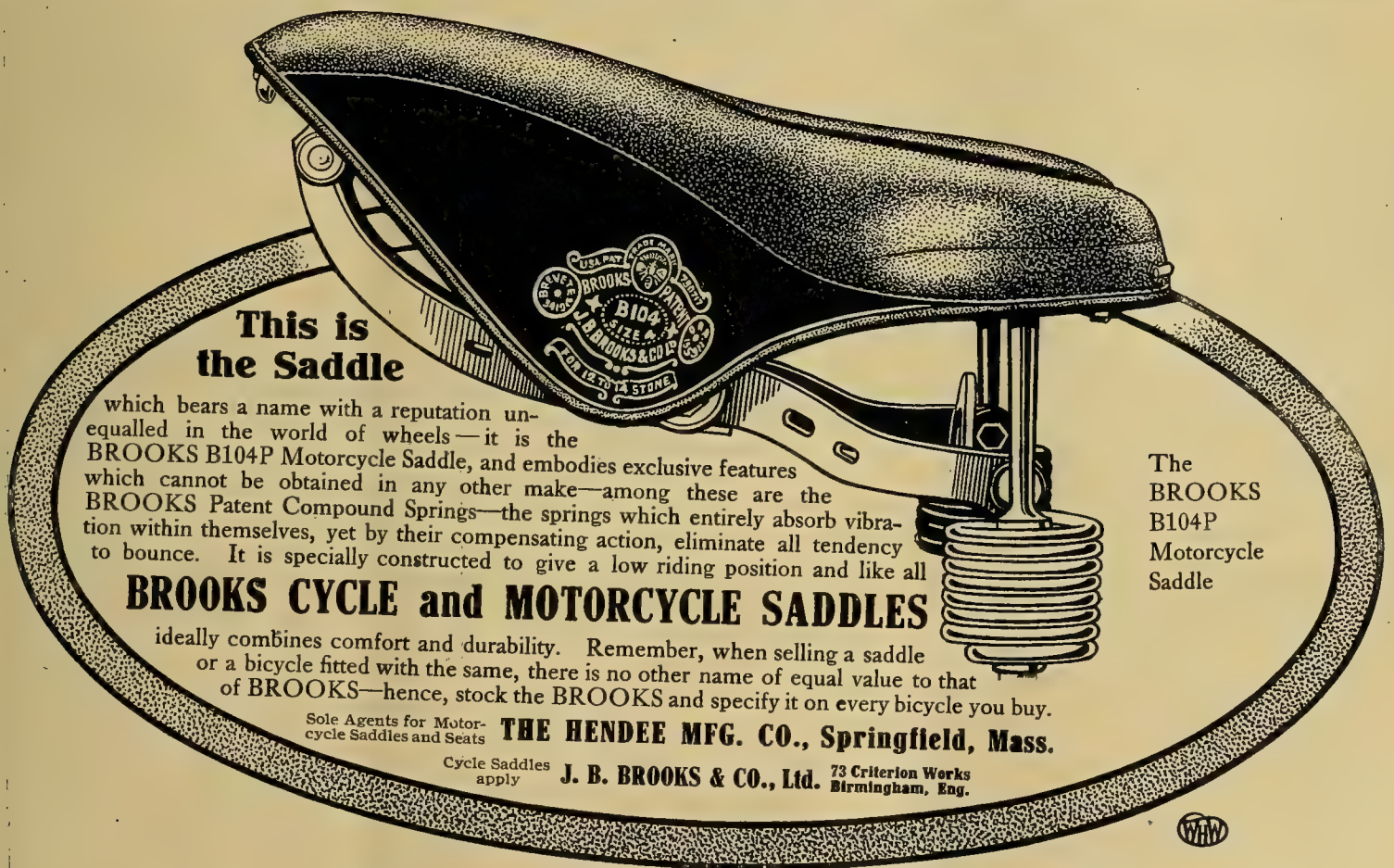
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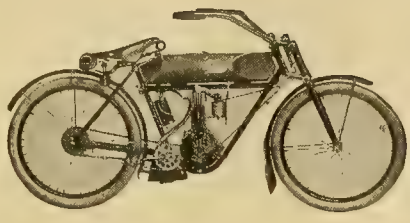


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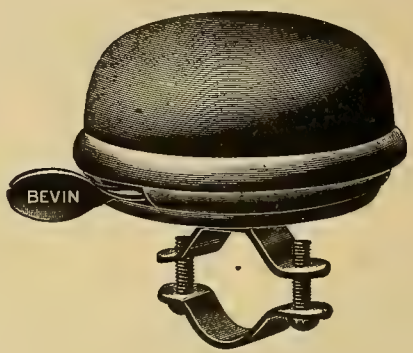
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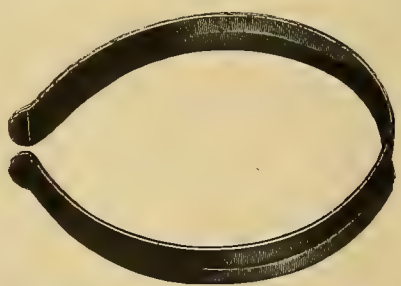
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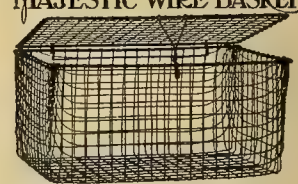


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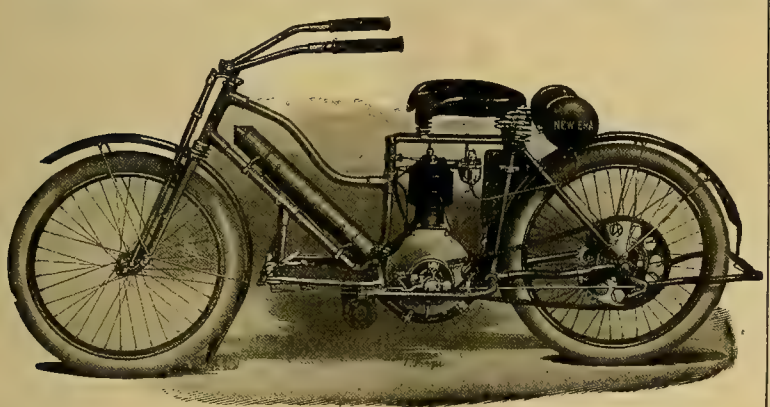
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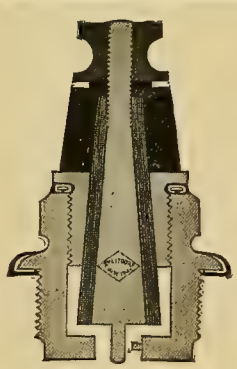
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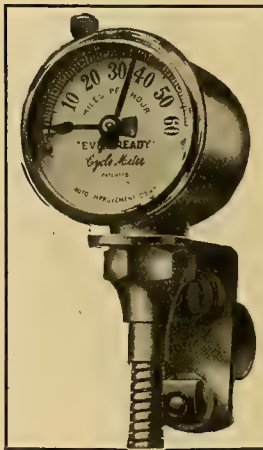
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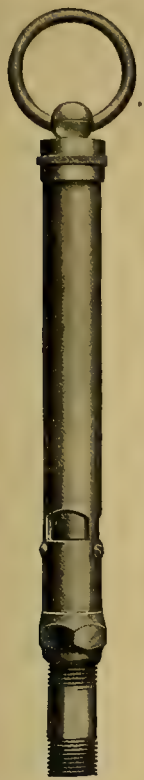


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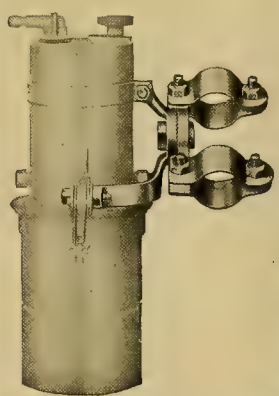
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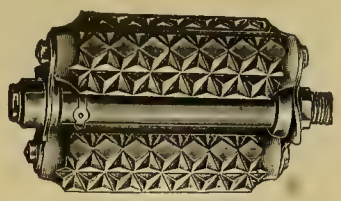
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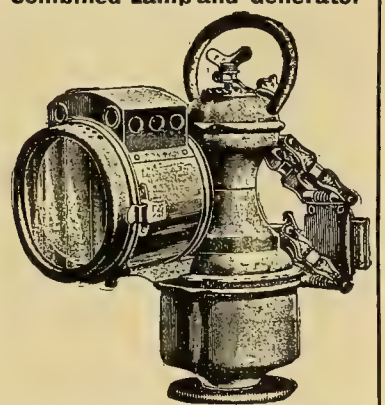
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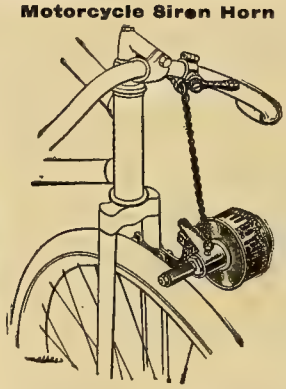
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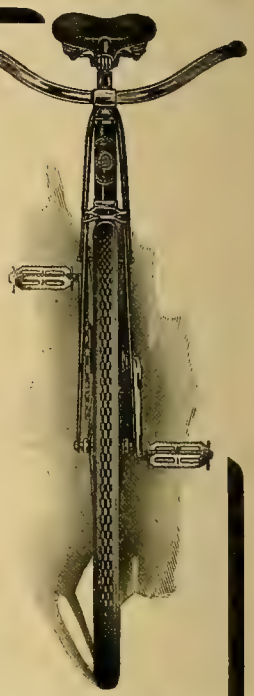
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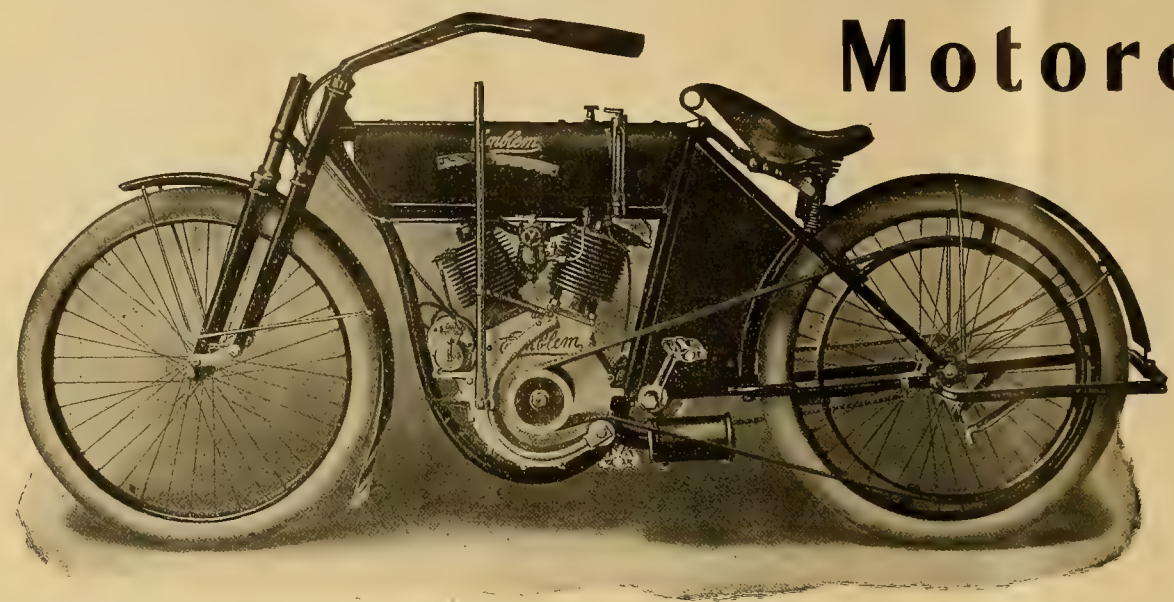
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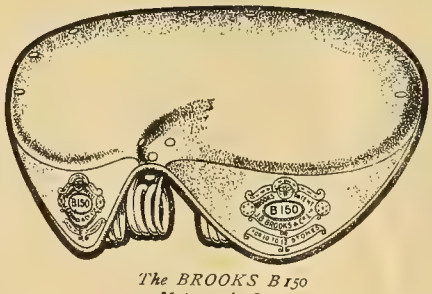
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THE ORIGINAL AND ONLY GENUINE COMPOUND SPRING SADDLE

is the BROOKS, and only in that Saddle is the true comfort and the perfect satisfaction of your customers assured.



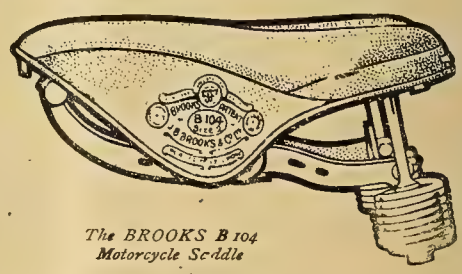
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Build up your sales and reputation on "Trademark" bicycles

THE POPE MANUFACTURING CO.

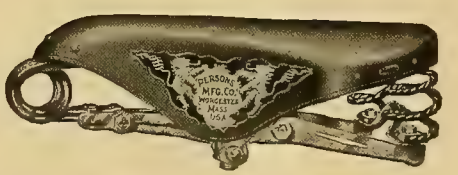
Hartford, Conn.

If you never have tried it,

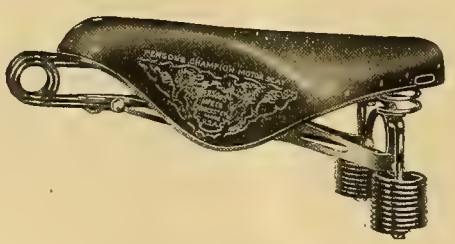
Put a Persons

on your bicycle or motorcycle and learn the real pleasure that comes of a saddle which is not merely good but superlative.







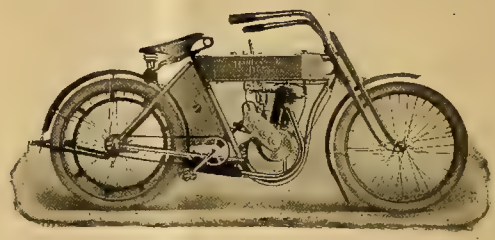


It will not only add to your creature comfort but will improve the looks of your machine. Quality will tell no matter where it is placed.

Persons Mfg. Company
WORCESTER, MASS.

Have You Been Watching the Remarkably Consistent Winning of the 1910 Single Cylinder

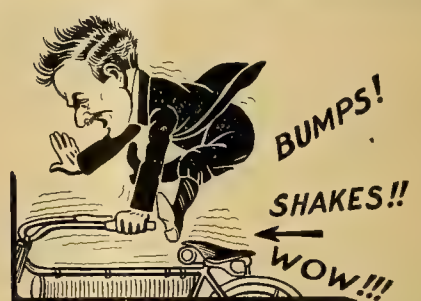
HARLEY-DAVIDSON?



New York Quarterly Trials, April 3—One Entry—Perfect Score.
Linden Endurance Contest, April 17—One Entry—Perfect Score.
Minneapolis Hill Climb, May 22—One Entry—Finished First.
South Bend Endurance Contest, May 15—Five Entries—Five Perfect Scores.
Oklahoma City Racemeet, April 22—Won First, Second and Third in Every Event.
Los Angeles Annual Endurance Contest—Two Perfect Scores.
Denver Stock Machine Race, Tuilleries Track—Won First.
Denver-Greeley Road Race—Won First and Second, Defeating the Time of the Fastest Double Cylinder Entry by Nearly Ten Minutes.

The Harley-Davidson Makes Good Because It Is Made Good

HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis.



You will not have the "daylights" shaken out of you if you ride

THE FLYING MERKEL

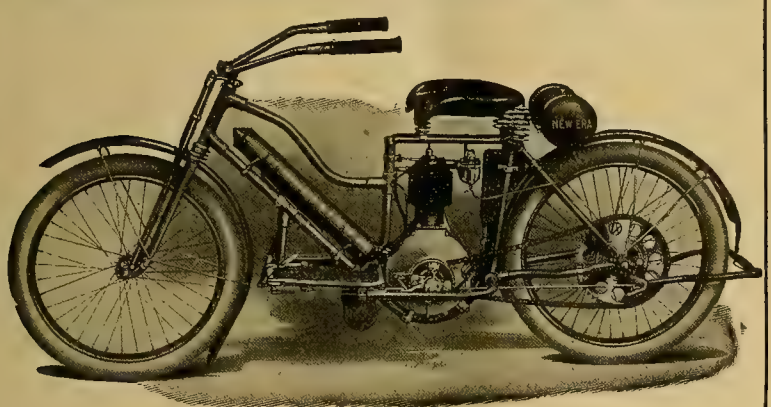
The Spring Frame and Spring Fork are features not found in any other motorcycle. That's why it's the "most comfortable motorcycle in the world." Ask us for catalog "D" and agency proposition.

Merkel-Light Motor Co.
POTTSTOWN, PENNSYLVANIA
MEMBERS OF M.M.A.

NEW ERA AUTO-CYCLE

It's the Happiest Combination of Comfort, Safety, Speed, Durability and Fuel Economy

DON'T mistake it for an ordinary motorcycle — it's extraordinary. The only two wheel automobile on the market — the only motorcycle without pedals, without the old fashioned saddle, without vibration, worked without work. WHY? HOW? Its motor — an air cooled 3½ and 5 H.P. single cylinder — is started by means of a crank, like an automobile — in a few seconds, without pedaling.



No Saddle Soreness Either

for the form seat — leather upholstered, and the position of it, between the wheels — prevents it. The foot-board helps lots. No hill too high, no street too crowded for the New Era with its two speed transmission, which makes the rider the master over every emergency. Our catalogue tells the rest. Shall we send it?

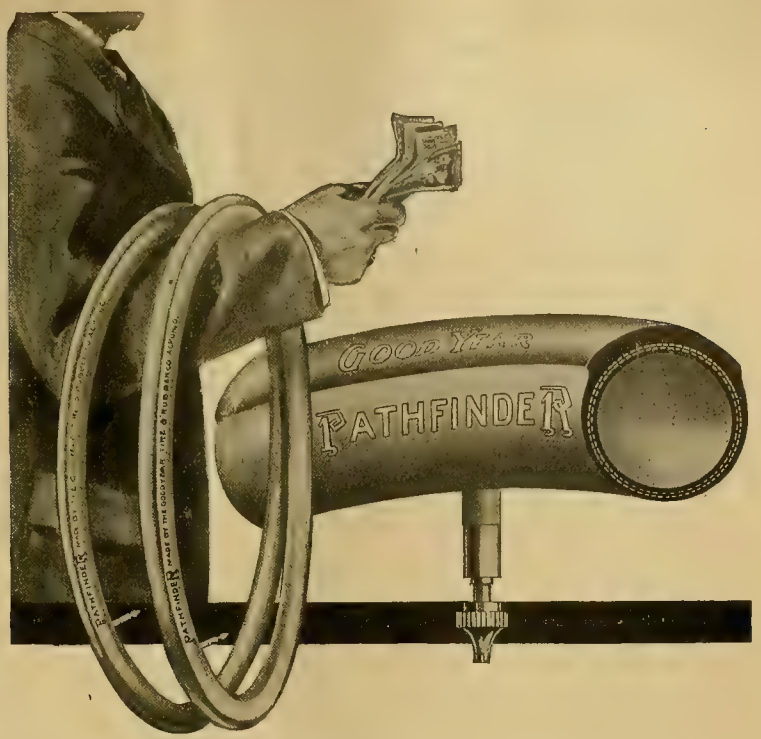
THE QUESTION REMAINS:

DO YOU WANT THE "NEW ERA" AGENCY?

Write us today.

The New Era Auto-Cycle Company

No. 2 Dale Avenue DAYTON, OHIO



You Make More Money on Tires

when your customers save money on tires by buying from you the kind that can be repaired—The Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back.

Pleased customers are also the best advertisers in the world. They bring others to you.

There's one secret of the Goodyear Pathfinder's wonderful popularity. It can be repaired either by plugs or vulconization.

That gives the owner a run for his money.

A different story from that of ordinary tires, many of which will not take repairs at all.

Goodyear Pathfinder Single Tube Tires are made of the finest grade of Para rubber, as nearly pure as possible to put in a bicycle tire to vulcanize properly.

There are cheaper rubbers that would look just as well. We could even take rubber from old worn out tires, overshoes, etc., and make a tire that would pass muster as far as looks are concerned. But it is service as well as looks that sell the Pathfinder.

The fabric in the famous Goodyear Pathfinder is a special closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

Notice the Pathfinder's cover —you never saw a tougher one. Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

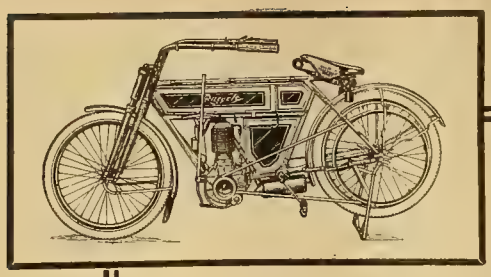
More than 600 dealers—one to a town in all parts of the country—are now doing a big business on the Goodyear Pathfinder. Are you one of these?

Write us if we are not represented in your town and see what there is in it for you. Start a letter today!

The Goodyear Tire & Rubber Company

Moal Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 317 E. Fifth St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.



Here Is Another Story

LEONARD COLOGROSS
Bicycles and Sundries

FIRST CLASS REPAIRING AGENT FOR THE RACYCLE

Sheffield, Ala., March 29, 1910.

THE MIAMI CYCLE & MFG. CO.,
Middletown, Ohio.

Dear Sirs:-

The two Racycle Motorcycles have arrived, and the Boys are well pleased.

The only thing I am afraid of is that the Boys will lose their jobs for they don't want to do a thing but ride.

One of the Boys works at night, and he hasn't slept any in 48 hours.

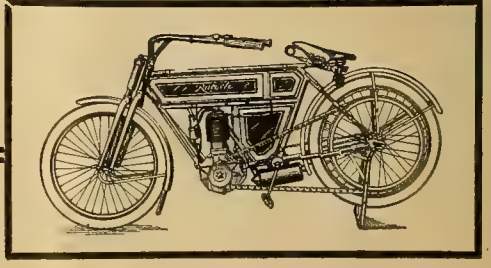
Respectfully,
LEONARD COLOGROSS.

We have said that the RACYCLE MOTORCYCLE is good

This is the Proof

The Agency may be open in your locality. Write us and find out.

THE MIAMI CYCLE & MFG. COMPANY
Middletown, Ohio
Members M. M. A.



THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED · 1877 ·

Vol. LXI. New York, U. S. A., Saturday, June 18, 1910. No. 13

"QUESTION BOX" AT TRADE MEET

Atlantic City Convention to Have a New Feature—Surre Thinks it will Stimulate Valuable Discussions.

"If a man is really interested in the coming Atlantic City convention, he will find that this year we are providing a feature that is going to bring us right to the meat of important trade matters, and that feature is the Question Box," declared W. J. Surre, chairman of the Cycle Parts and Accessory Association's committee of arrangements, in speaking of the sessions which are to be held at the seaside resort on August 3rd, 4th and 5th. The Question Box has not been utilized at previous conferences of the trade, but Surre thinks that it is high time so valuable a device should be employed in helping the business sessions to come right down to "brass tacks."

"The Question Box—which will be placed in headquarters at Atlantic City—is something that will give everybody an equal chance to promote discussion along the lines in which he may feel an especial interest," Surre continued. "It is nothing more or less than a sealed box with a slot in the top, into which anybody may drop a written question or list of questions for discussion at the joint meeting. Suggestions of this kind need not even be signed by those submitting them.

"When the meeting is under way the box will be opened and the questions taken up for discussion, anybody being at liberty to talk and give his views. There are a lot of men who have good ideas on different phases of the trade, but who are diffident about getting up and asking a question, much less making a formal address on a subject. The different questions that come out of the Question Box will tempt many of them to speak up and say what they think.

"Of course, it is understood that the questions to be taken up must apply in some way to the trade, and not be mere personalities; but the Question Box scheme has the virtue of widening greatly the interest of the meetings, as no set program of prepared speeches could begin to touch all the vital points or provide such an interchange of ideas as will be brought about when the different questions are read from the presiding official's platform. The plan has worked out with excellent results at conventions and trade conferences in other industries, and I will be greatly disappointed if it fails the purpose at our meeting. Certainly it will leave no man, whether he is a bicycle, a motorcycle or an accessory manufacturer or a jobber an excuse for not getting before the convention anything he may have on his mind."

Goodyear Gets New Location in Cincinnati.

The Cincinnati (O.) branch of the Goodyear Tire & Rubber Co., which for several years has been located at 317 East Fifth street, has leased new quarters at 127 East Seventh street. It will take possession about July 1st.

Stropele Opens Store in Cleveland.

A. W. Stropele, one of the well-known motorcyclists of Cleveland, Ohio, has "gone into the trade" and opened a motorcycle store in that city. It is located at 6520 Woodland avenue.

Crescent Company Changes Its Name.

The Crescent Cycle Co., of Evansville, Ind., has changed its name to G. A. Beard & Co. The change was legally recorded.

Crafts Launched in Pomona.

George Crafts has opened a bicycle store in Pomona, Cal. He is a motor expert, also.

PROTECTING PRICES BY PATENT

Continued Success Attends Radical Campaign of a Manufacturer—Nine Price Cutters Brought to Book.

Of the various methods of curbing price cutters and preventing the latter from demoralizing the prices set by the manufacturer, the most conspicuous recent successes have been along the line of using the patents covering an article, as a means of controlling the prices at which it may be sold, and the continuing series of victories that are attending the efforts of a prominent automobile accessory manufacturer, as made possible by the employing the patent "license" plan, are such as to give great encouragement to those who are opposed to price cutters and their ways. Furthermore, the company has obtained court decisions which even those who give "premiums" instead of reductions in price, cannot evade.

As indicated some time ago in the Bicycling World, the Lovell-McConnell Mfg. Co., of Newark, N. J., manufacturing the Klaxon horn, has been selling its devices under a "license" system, by which each horn carries tags and labels in the form of a printed license which states the retail price and forbids a retail sale at a less price or the giving of a discount, rebate, deduction, premium or bonus with any retail sale, except a 5 per cent. discount for cash. The license names the patents under which the device is made, and is issued over the name of the patentee. After several notable previous favorable decisions in the courts, the company has rounded up no less than nine concerns who failed to observe the license stipulations and cut the price, the latest final decree and injunction being granted on the 6th inst. In

each case the court has sustained the right of the patentee to control the vending or selling of the subject of his patent, this right existing in every United States patent that is issued.

After the company entered upon its plan of selling each instrument under a conditional license, it encountered cases where the cutting of price was not accomplished directly by selling at a lower figure than that named in the license, but by the giving of additional merchandise, thrown in as a premium or bonus. Nevertheless, in a suit against the National Auto Supply Co., of New York City, the company obtained a decree and injunction although the Klaxon horn was sold for the full list price of $35, it being shown that a premium was given in the form of a Thermos bottle, valued at $4.75, according to the catalog, and also a racing automobile cap valued at $1.25, giving a total value of $6 to the premium.

As a further protection in cases of this character, the license which is attached to each horn has been amended as follows: "(4) No license whatever is granted for purchase or sale by anyone who has been notified that he is objectionable to the makers; nor for purchase to or through, or sale by or to any person, company, concern or association which offers or affords purchasers or users any membership, profit sharing or co-operative right or privilege."

New Departure Offers a Watch Fob.

While a number of dealers already have been favored with it, the New Departure Mfg. Co., of Bristol, Conn., is now offering its souvenir watch fob to all others who may apply for it. The fob, which was especially made in France for the company, is probably the most elaborate souvenir distributed during recent years. It is an all-metal creation consisting of four panels linked together, each panel portraying a cycling scene in bas relief, the only thing of an advertising nature which appears on it being a representation of the New Departure coaster brake on the reverse side.

Precautions in Reassembling.

It is of the greatest importance in a machine which is being overhauled that in reassembling all nuts and studs which form the more important unions, such as those between the motor and the frame, be installed without crossing the threads or otherwise impairing their efficiency. Grave risk is involved in permitting such a machine to go out on the road when any important fastenings are jeopardized as a result of poorly fitted screw threads.

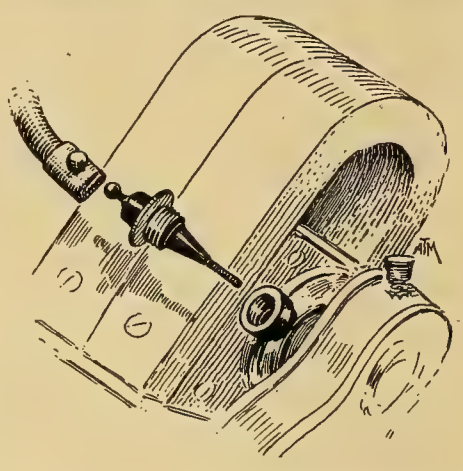
Dealer Burned While Filling a Tank.

W. T. Redden, who conducts a bicycle store in Asbury Park, N. J., was badly burned on hands and arms by gasolene which caught fire while he was filling the tank of a motorcycle on Monday last. His store was saved by two men who obtained hand extinguishers from a fire house.

WHEN WATER "KILLS" A MAGNETO

Details of the Cause — Simple Means of Curing the Trouble—Avoiding Ill Effects of Rain.

Evidence accumulates that it would be a happy idea if every dealer who sold a motorcycle equipped with a magneto, took it upon himself to point out or teach the purchaser a few things regarding the principles of the magneto and what to do in case of trouble. This observation applies not only to the beginner but to old riders as well, many of whom were "brought up" on battery equipped machines, and with the peculiarities of which they of necessity became quite familiar through frequent experiences with derangements of various



sorts. On the other hand the magneto because of its reliability and satisfactory service is as a closed book to a majority, who do not know even such simple facts as that the carbon brush is not a brush but a pencil, that the carbon holders may be removed simply by unscrewing, and that the secondary cable connection on the carbon holder is of the glove fastener variety which snaps on or off by thumb pressure.

Like cats, magnetos have no affection for rain and would run from it if they could do so, but not being possessed of such ability they do the next most convenient thing, which is to "lie down," speaking figuratively. When an unprotected magneto is exposed to the rain for a fair period, it usually goes on strike and in a majority of cases the grievance lies in the carbon holder. Carrying the secondary current from the armature, when a film of water settles on the outside of the holder, it forms a most convenient path for the electrical fluid to escape from its proper confines and take a short cut to the brass carrier or socket in which the brush holder screws. This "shorting," as it is called, usually is accompanied by blue flashes of flame across the gap which sometimes tends to send mild thrills through the rider.

Should investigation disclose the ailment to be as indicated by the external conditions, the first step towards effecting a cure is to snap off the cable and unscrew the brush holder, as shown by the accompanying illustration, and wipe the latter thoroughly with a bit of waste or handkerchief to remove all traces of moisture. This done, the next operation is to smear with lubricant the surface which is exposed when the holder is in place. Vaseline is good, but usually cannot be had at once, but cylinder oil serves just as well. To make the job a thorough one, some of the oil should be rubbed on the threads of the holder also, but should not be allowed to get on the socket proper or on the carbon. This treatment will serve to form an insulation which not only will shed water but also will insure the current following its proper course, and its application is the matter of but a few minutes.

It is essential that all water be removed from the brush holder and adjacent parts before applying the oil, else the labor will be for nought. Furthermore, under no circumstances should Albany grease or any non-fluid lubricant be used, for, strange to say, it has been found that they are excellent electrical conductors. On the other hand, sperm, or bearing oil, while a temporary palliative, are not well suited for the purpose, for, on account of the light body, they easily are dissolved by rain, and the trouble will recur, whereas cylinder oil will adhere to the holder.

Electric Lights for Motorcycles.

Although motorcycle manufacturers are not accustomed to equip their products with electric lights, there is nothing to hinder the adoption of such an equipment after the machine has left the factory, and under proper conditions, excellent results should follow. The amount of current required for a small light, of the type which recently has been developed for automobile service, is not heavy, and where the mount is fitted with magneto ignition, the carrying of the necessary two-cell battery involves no more load than would be required for a good sized gas generator and lamp. Incidentally, where such an equipment is installed, a good plan is to mount a second so-called meter lamp, in such a way that it will illuminate the dial of the speedometer or cyclometer. With a few feet of covered wire cable and an extra push-button on the handle bars, this arrangement may prove extremely convenient.

Replacements in Ball Bearings.

The frequently repeated injunction concerning the inadvisability of replacing a damaged ball in a ball bearing with a single new member applies equally well to bearings of the roller type. As is true of ball bearings, normal wear affects equally all the elements of the group. When a new member is inserted there is every likelihood that it will be of slightly greater diameter than its mates, and therefore will be called upon to bear an undue load.

IGNITION'S VAST IMPROVEMENT

Spark Plug as a Good Example—Observing Tradesman Sees Deeper Causes than at First Appear.

So gradual has the improvement been brought about that the average man is apt not to appreciate the magnitude of the change in motorcycles nor to determine exactly what element has been benefited most. A veteran tradesman, who has been a close student of mechanical matters for many years, observes that the most remarkable feature of modern motorcycle performance as compared with that of a few years ago is the reliability of the ignition system and more particularly the spark plug.

"When you consider the amount of time that used to be wasted on the road cleaning plugs, replacing dirty and broken ones and tinkering with the spark in one way or another, it is pretty evident that whatever other changes have been brought about in motorcycle construction, none is more directly beneficial than this one," he asserts. "The reason I say this is that while many improvements have been made which result in better economy, improved speed and increased comfort to the motorcyclist, it is the improvement in ignition reliability which is most important because it cuts out a large proportion of those involuntary stoppages by the roadside, which used to eat up so much time and require so much mechanical ingenuity. The oldtime motorcycles were good training, but the average motorcyclist is not ambitious to become a professional electrician or machinist; he wants a ride for his money, and that is just what he gets with the modern machine.

"Why it is that the average spark plug lasts so much longer than used to be the case is not easy to say. Probably it is due to a combination of circumstances. In the first place, the construction of the spark plugs themselves has been improved to a remarkable degree; the insulation now used will stand the high temperature without cracking or shrinking away from the packing, the joints are better made and the resistance to short-circuiting is vastly improved. Improved carburation has done away with a large amount of the tendency to sooting of the plugs, while too much credit cannot be given to the modern form of lubricator, which naturally has a most important influence on the life and performance of the plug. Then, too the modern ignition system itself is much improved, in respect to both the battery and magneto forms.

"In fact," he concluded, "the endurance of the spark plug may be taken as evidence of improvements in nearly all other respects."

Causes for "Twin" Irregularities.

When the cylinders of a twin engine fail to "hit" evenly the fault generally may be supposed to lie with the ignition system, especially if the trouble is one of sudden and mysterious origin. It does not necessarily follow that such is the case, however. Valve difficulties, such as may be occasioned by worn tappets, bent or sticking stems, weak springs, or burnt seats, may be responsible for the manifestation, particularly if the difference in the power of the impulses be only slightly noticeable. There are possible combinations in the method of connecting the carburetter also, which may give rise to the same effect.

Trouble Due to Auxiliary Air Valves.

Auxiliary air valves in carburetters which are cheaply or carelessly built may give trouble through failing to seat properly. The general indication of trouble from this source is difficulty in starting which refuses to be halted by the usual methods. The valve itself should be heavy enough to be positive in action, it should fit its seat tightly when closed, and its spring adjustment should be heavy enough to prevent any tendency to fluttering, no matter what the running conditions may happen to be.

STORES OF WHICH THEIR OWNERS ARE PROUD

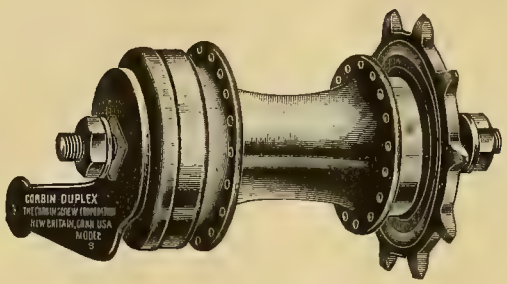
(XV) OBERWEGNER MOTOR CO., TOLEDO, OHIO, AGENTS FOR YALE MOTORCYCLES

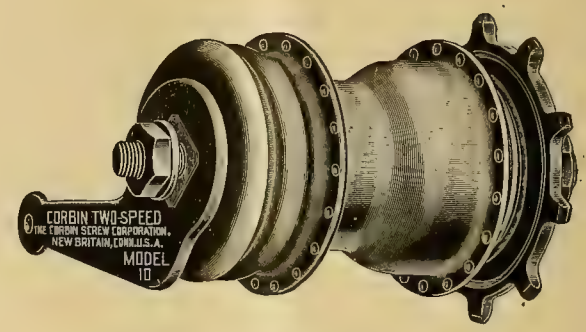


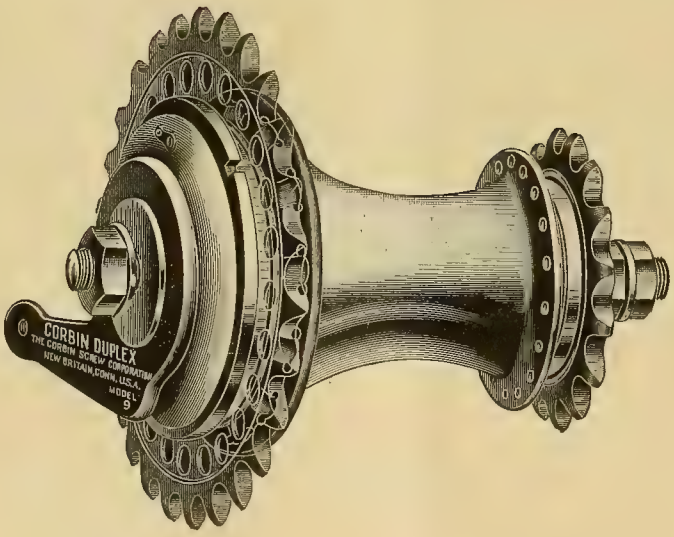
June is a Good Month

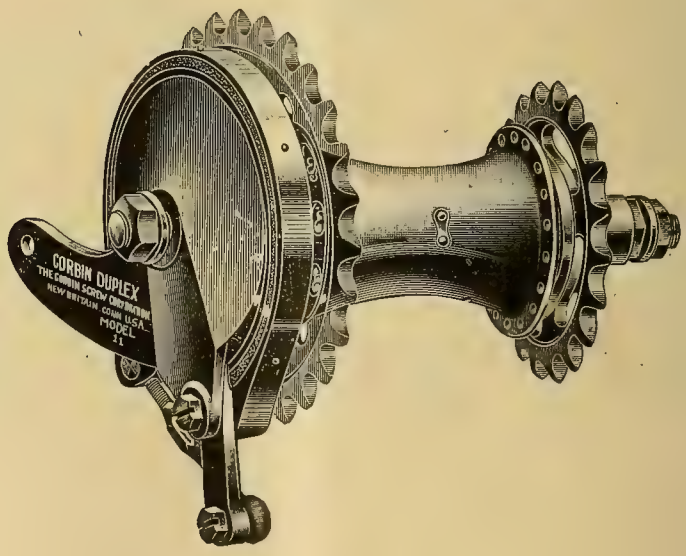
during which to equip your bicycle or motorcycle with a

Corbin Coaster Brake









There are eleven other months of each year which are just as good or practically as good, but there's no time like the present, you know. Do it now and obtain all the pleasures that should go with cycling.

CORBIN SCREW CORPORATION, New Britain, Conn.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD AND MOTORCYCLE REVIEW
FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JUNE 18, 1910.

"Enclosed find renewal of my subscription for the Bicycling World. I cannot do without it; it is as indispensable to me as gasolene is to my machine."—R. L. Kenny, Lafayette, Ind.

Giving Demonstrations to Advantage.

To the average motorcycle dealer a demonstration to a prospective customer is much in the nature of routine work, and consists usually of letting the beginner take a machine and, accompanied by an employee, ride around the block a few times, or up and down the street, whichever may be the most convenient. Few men who sit on a motorcycle for the first time feel entirely at home or even partly so, and to attempt to teach them the rudimentary principles of motorcycle operation and control on traffic laden and uneven city streets does not as a rule increase their confidence in their ability to master it, or their desire to own one.

Shrewd dealers who progress with the times have recognized the fact that sales to beginners largely are due to demonstrations, and that the judicious choosing of the location for exhibiting the merits of a machine has much to do with the prospect's decision. To send a raw novice through city streets where his entire attention must be given to avoid being run down, or running down someone else, does not give him much chance to become familiar with the machine or its good qualities, and often about the only thing he does learn is that it is fast—perhaps he may gain the impression that it is altogether too fast for his purpose, and decide then and there that he does not want it. It is said that first impressions are lasting, and if a sale is to be consummated it is essential that the beginner's initial lesson should be a pleasant one.

For these and other reasons the advisability of giving demonstrations in a park or on a remote road little used for traffic should suggest itself to the thoughtful dealer. In such places there is no bustle to confuse and distract the novice, and as a result his views of the pleasures of motorcycling are more apt to be favorable than if he were "put to it" on city streets. In the parks there usually are remote stretches where he can learn the speed qualities of the machine without danger of accident, and also there are hills of sufficient stiffness to satisfy any ordinary person who may want to be shown its climbing powers.

What is more important, the beginner when taking his first lesson on the open and little frequented road or parkway can better judge of and be properly impressed by the smooth running and silence of the machine, its accelerating ability, the efficiency of brakes and spring forks, the simplicity of control and lubricating apparatus, and the other important things which every thinking buyer owes it to himself to consider. That the presentation of these features for the buyer's inspection cannot be too favorably presented, and that the dealer who takes pains to do so stands a much better chance of making a sale scarcely will be gainsaid.

The Exclusiveness of Cycling.

"Bicycle riding nowadays is one of the most exclusive forms of exercise in existence," is the somewhat novel thought to which a writer gives expression in the New York Evening Post, a solid and self-respecting publication which appeals to business men and to what may be called the more conservative if not better element of the metropolis.

After a fashion, the thought is a happy one, and one that will bear repetition. If repeated often enough, the truth of it may dawn on more of those persons who are popularly rated as constituting "exclusive society" and on the more numerous class that ape their ways and for which anything possessing or supposed to possess "exclusiveness" hold peculiar fascination. In such circles the exclusiveness of cycling rests in the fact that relatively few "society folk" now indulge it; as a result, those of the number who make use of the bicycle certainly rank as the "exclusive of exclusives," which should be sufficient to attract increasing numbers when the fact sinks into "society's" brain; for motoring, dontyerknow, rapidly is becoming exceedingly commonplace and in due course something more exclusive must be found. Even the butcher, the baker and the candlestick-maker are now using automobiles, and there is grave fear, therefore, that it may become as "vulgar" as once was the case with the bicycle. The whirligig of time brings curious changes, and the remarkable increase in the sale of bicycles this season shows how the wind is veering.

The Need for the Know-How.

Despite the oft-repeated admonitions of the makers' instruction books, a good many riders neglect to familiarize themselves with the general construction of their machines and how to make the few simple adjustments which are necessary now and then to insure quiet and smooth running.

This does not mean that the engine or carburetter should be dismantled and the dimensions of each part carefully memorized, but there are a considerable number of riders who are unacquainted with such simple functions as the adjustment of chains, cleaning a spark plug, the setting of the points of a plug, the proper adjustment of the contact breaker or the purpose of all the tools in the kit. To secure the full measure of enjoyment from a machine it is essential that the rider know how to make such simple adjustments, for although he may prefer to pay the repairman to do it, the latter always is not at hand, and a broken exhaust valve or chain 10 miles from a haven of refuge means that the unfortunate either must be able to effect his own repairs or else await the uncertain coming of a good samaritan.

". . . The Bicycling World has proven very instructive and interesting during the past twelve months."—George B. Yard, Jr., Trenton, N. J.

TO STIMULATE CLUB RIVALRY

Concourse Motorcycle Club Offers Trophy for Series of Team Contests—Skill, Not Speed, the Factor.

If those members of motorcycle clubs in New York City and vicinity, or anywhere else, for that matter, who have no desire to engage in speed contests and who yet are possessed of "sporting blood," wish to measure skill and judgment with others riders, the Concourse Motorcycle Club of New York soon will give them an opportunity to do so. A member of the club has offered a silver trophy to be contested for by teams of private owners, in a series of varied contests, the first of which probably will be held July 17th.

As outlined, the series of contests will consist of a 100 miles non-stop run, a one-gallon economy test, and a speed judgment test over a course of about 50 miles, in which the running schedule will be changed at intervals enroute and without notice. The teams will consist of four men each, two on twins and two on singles, with two substitutes, who also will be mounted on a twin and single, respectively. Entry blanks will be issued next week.

For each of the three contests constituting the series, the entry fee will be $2.00 per team, the revenue from this source to be applied to the purchase of medals for the individual contestants forming the winning team.

It is the hope of the donor of the trophy that it will help strengthen that club spirit and rivalry and loyalty which heretofore has been so strangely lacking in motorcycle organizations. As speed will be no incentive to victory, and as trade riders are barred, the private owners in the various clubs will have a chance to distinguish themselves in a sane manner instead of viewing telegraph poles from a picket fence perspective. In the early days and in the heyday of cycling such inter-club rivalry was keen and when it waned, club life waned.

Max and Abie Get to Toledo, Anyway.

Max Brody and Abe Levine, the 16-year-old Paterson (N. J.) adventurers who left New York City on a combination roller-skate and cycling jaunt across the continent, have been heard from. The lads have been on the road four weeks and last week reached Toledo, Ohio. They have one bicycle, several pairs of roller skates and two pairs of sturdy legs between them, and with this outfit they expect ultimately to reach San Francisco.

Evans Again Scores at Brooklands.

G. Lee Evans and his Indian motorcycle won the feature race at the Brooklands track, June 4th. It was for machines between 400 and 1,000 cubic centimeters and Evans's superb riding was much remarked upon. His second lap was covered at the rate of 70.8 miles per hour. Ollson, on a J. A. P., finished second and W. H. Wells, Indian, was third. In the novice race for machines of the same category Indian motocycles captured both prizes, Dickson and Gibbons finishing in the order named. One of the interesting features of the meet was a bicycle race for veteran cracks. It was won by Platt-Betts, who once was a first-flighter of the English path.

Alexander Turns Tables on Colliers.

Although C. R. and H. A. Collier, respectively, finished first and second in the Tourist Trophy race, they were not able to outride J. R. Alexander, an Indian rider, at the mixed meeting held at Celtic Park, Glasgow, Scotland, June 4th. In his heat of the three miles race Alexander defeated C. R. Collier by 15 yards and in the final Alexander was able to lead H. A. Collier home. One of the features of the meeting was a team match race between bicycle veterans, H. W. Bartlett and Percy Nix on "ordinaries" and Robert A. Voght and H. S. Bilbe astride present-day safeties. Voght proved the winner, as was expected.

Ten Events Carded for LaSalle Meet.

A comprehensive program of 10 events has been announced by the Illinois Valley Motorcycle Club for its racemeet at the LaSalle, Ill., mile track on the afternoon of July 4th. The program is: Five miles handicap, stock machines, club members only; 5 miles free-for-all; 2 miles stock machines, 30½ cubic inches; 3 miles stock machines, 50 cubic inches; 5 miles handicap for private owners, stock machines, 50 cubic inches; 10 miles free-for-all handicap; 3 miles-free-for-all, 30½ cubic inches; 2 miles free-for-all; 3 miles for winners of previous races, and 1 mile consolation.

Dayton Track Again is Available.

Motorcycle and automobile racing will be permitted at the Dayton (Ohio) fairgrounds this summer in spite of numerous reports to the contrary. The Fair board last week acted favorably on petitions from the automobile and motorcycle clubs to hold meets, and despite a previous turn-down granted each club two dates.

New Jerseyman Sails for Tour Abroad.

Carl Segelbach, a member of the New Jersey Motorcycle Club, of Newark, and a prominent racing crack, sailed for France last week. He expects to make an extended tour of France and Germany on his motorcycle, visiting relatives enroute.

Scotch Plains to Celebrate "Fourth."

The Scotch Plains (N. J.) Bicycle Club will hold a 10 miles handicap road race on July 4th, for which three bicycles are offered, among other prizes. A mile scratch race at 9 a. m. will be the curtain-raiser.

COMING EVENTS

June 18-19, Louisville, Ky.—Louisville Motorcycle Club's race meet at Churchill Downs; open.

June 19, Valley Stream, N. Y.—Century Road Club of America, New York State Division's 50 miles handicap road race; open.

July 2, Rochester, N. Y.—Rochester Motorcycle Club's racemeet at Crittenden Park track; open.

July 2, 3 and 4, New York City, N. Y.—Harlem Motorcycle Club's 266-miles run to Atlantic City and return; open.

July 3, Jersey City, N. J.—National Road Club's run to Seaside, Rockaway, N. Y.; open.

July 3-4, New York City—Bohemian Bicycle Club "Praha's" 100 miles pleasure trip to and outing at Bohemia, L. I.; open.

July 4, Scotch Plains, N. J.—Scotch Plains Bicycle Club's race meet; open.

July 4, North Wildwood, N. J.—North Wildwood Automobile Club's motorcycle race meet on speedway; open.

July 4, Beaumont, Tex.—Jefferson County Motorcycle Club's race meet; open.

July 4, LaSalle, Ill.—Illinois Valley Motorcycle Club's race meet; open.

July 4, Lon Angeles, Cal.—Overland Wheelmen's bicycle road race to Hollywood and return; open.

July 4, Grand Rapids, Mich.—Western Michigan Cycle Club's road race; open.

July 4, La Salle, Ill.—Illinois Valley Motorcycle Club's racemeet at Driving Park track; open.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

FREE VACATION IN BERMUDA

On Saturday night, July 23rd, there will be a drawing, and the lucky person will receive a free trip to Bermuda as the guest of the

CENTURY ROAD CLUB OF AMERICA

Every person who holds a ticket for the club's first annual tour will be privileged to draw, and the winner will have the price of his ticket—$37.50—refunded. By the way, there yet are a few

CHOICE OUTSIDE STATEROOMS

remaining, and those who already have not made reservations would better do so at once. The tour leaves New York

SATURDAY, JULY 23RD

via the Royal Mail Steam Packet Co.'s S. S. "Trent," affording four glorious days at sea and five days in Beautiful Bermuda, for the inclusive

SPECIAL RATE OF $37.50

Cycling, boating, bathing, fishing, golf, tennis, and other features too numerous to mention. Information from

FRED E. MOMMER, Sec'y,
54 East 91st Street,
New York City.

FOUR CHAMPIONSHIPS ARE CARDED

They are Included in Program for F. A. M. National Meet—Much Improved Track is in Prospect.

Announcement was made this week of the racing program which will form not the least interesting features of the annual F. A. M. meet to be held in Philadelphia the second week in August. Two afternoons have been set aside for racing, Friday, August 12th, and Saturday, August 13th.

The meet will take place on the Point Breeze track, situated near the Delaware river, about three miles from the Philadelphia city hall. Despite its triangular shape the track is fast, a speed of better than a mile a minute having been made upon it. Owner MacAnaney has promised to have the track thoroughly brushed, scraped and oiled for the meet, and if this is done some interesting competition should result, as the sharp turns of the mile course are particularly conducive to thrills.

The racing committee of the Meet Club, composed of William G. Rhodes, chairman; Charles W. Billman, Charles Bradley, Alexander Klein and L. J. Spangler, has provided for 14 events, evenly distributed on both days, including four national championships. The mile title will be decided on Friday, August 12th, while the races for the two miles, ten miles and one hour national titles will take place the following day. The complete list of events is as follows.

Friday, August 12th.

Five miles novice, 30½ cubic inches, open to those who have not won a first, second or third place in track competition; 10 miles amateur scratch, 61 cubic inches; 25 miles professional scratch, 61 cubic inches; 10 miles for private owners, 30½ cubic inches, with fully equipped stock machines; 1 mile national championship, 61 cubic inches; 10 miles "Philadelphia championship," 30½ cubic inches; 25 miles amateur scratch, 30½ cubic inches.

Saturday, August 13th.

Ten Miles for private owners, 61 cubic inches, fully equipped stock machines; 10 miles national championship, 61 cubic inches; 15 miles professional scratch, 61 cubic inches; 10 miles invitation, 30½ cubic inches; 1 hour national championship, 61 cubic inches; 2 miles national championship, 61 cubic inches; 1 mile time trials, 61 cubic inches.

"J. P." Spoils a Lot of Sport.

Should Jupiter Pluvius and the promoters who had planned race meets for last week and this week ever chance to meet, it is easy to predict who will reecive the worst of the encounter. The rain-maker certainly tied the metaphorical tin-can of disappointment on all the sports meetings in the eastern states. The New Haven, Conn., Providence, R. I., and Revere Beach, Mass., circuit meets scheduled for Thursday, Friday and Saturday last week, 8th, 9th and 10th insts., all were postponed because of rain, and the same cause prevented racing at the Newark Velodrome, Clifton Stadium, Guttenburg Motordrome and Olympic Park track on Sunday, 12th inst., as well as the Long Island Motorcycle Club's 150 miles run and the Iver Johnson Wheelmen's century run on the same day. Rain also prevented racing at the New Haven track on Thursday night of this week, 16th inst.

Yassenoff, He Has One Great Scheme!

While a great deal of fuss is being made over the return of Roosevelt, there arrived in New York City last week a distinguished person, who was not greeted by brass bands and naval and land parades. He is none other than Mate Yassenoff, of Dayton, and although the railway companies are averse to that sort of thing, he plans to ride from New York to San Francisco on a bicycle via the railroad tracks, using a third wheel attachment. According to Dayton advices, Mate hopes to get some New York athletic organizations to finance the project, and if New York says "No" to Yassenoff he will not in the least be perturbed. Instead of riding a bicycle on the rails, this versatile Daytonian will walk the distance and incidentally advertise a shoe house.

Motorcycle Hill Climb on Novel Basis.

R. A. Bishop, riding a 5 horsepower Indian, won the Oxford Motocycle Club's hill climb in England on June 4th. The handicapping was based on the time of the first ascent, any competitor on the second attempt improving his time by more than two seconds to be disqualified. Bishop made his first climb in 43 seconds and his second in 41 seconds, eventually winning by three seconds over J. A. Bettheridge, Triumph.

McCone Wins at a Police Picnic.

The most interesting feature of the Police Benevolent Association's annual picnic at Tybee beach, Savannah, Ga., on June 7th, was a motorcycle race between three local riders. The race was held over a two miles course on the beach, two of three heats, and Earl J. McCone eventually proved the winner, with M. O. Barber second; W. H. Williams was the third starter. The winner is said to have averaged 70 miles an hour.

Tourist Who Says He's Seeking $1,000.

Informing inquirers that he took the trip on a $1,000 wager, Joe Granoele, who hails from Michigan, is making his way to Florida on a bicycle. At present he is in Illinois and is makeing leisurely progress southward.

SHERIFF TAKES GATE RECEIPTS

He Apears at Newark as "Proxy" for Clarke and Macfarland—Money Claimed on Old Contract.

Although it does not so appear in the summaries published on another page of the Bicycling World, Floyd A. Macfarland and Adolphus John Clarke won all the money at the meet at the Newark (N. J.) Velodrome on Wednesday night, 15th inst. Not only did they win all the prize money for both amateur and professional races, but they got considerable more besides. This despite the fact that both Macfarland and Clarke at that moment were in Salt Lake City.

Represented by proxies in the shape of four constables from the sheriff's office, Macfarland and Clarke, with a writ of attachment sued out by William J. Kearns, acting for the two riders, the sheriff's officers seized $654.20, the box office receipts for the night.

The writ was directed against Harry L. Bowen and James F. Moran, lessees of the track, doing business under the name of the American Amusement Co. They are alleged to have violated a contract with the riders for the racing season of 1909, in having failed to pay them $2,000, the amount stipulated in the contract.

The last spectator had taken his seat at the track and Manager John M. Chapman was engaged in the box office when constables appeared. The writ was handed to Chapman, and the officers proceeded to gather up the cash. They counted it and gave a receipt.

Returnable June 21, the writ recalls the controversy between Macfarland and Clarke and the amusement concern, which was aired before the National Cycling Association, of which Charles B. Bloemecke, owner of the local franchise, is first vice-president. The order was issued June 8, and the claim of the riders is for $567, a balance due them, it is said, after $33 had been deducted in accordance with a clause in the contract from the remainder of the contract price, which, it is alleged, the amusement company failed to pay.

The dispute between the parties in the case followed an accident to Macfarland while he was training on the Newark track and in which his arm was broken. According to the terms of the contract, the two riders—Macfarland and Clarke—were to receive $2,000 for all match races and their appearance in all open and handicap races. It was provided that Macfarland, who also was appearing as the manager of Clarke, was to be allowed five Sundays off during the season, no two of which were to be in succession. In the event of his being injured upon another track $33 was to be deducted for each meet at which he was un-

able to appear. Another clause covering injuries on the Newark Velodrome stipulated that $33 be deducted if Macfarland was incapacitated for 10 days.

Of the amount of the contract the riders, through their counsel, contend they received but $1,500. Their claim was called to the attention of the National Cycling Association's board of control by Macfarland in February, and following a meeting of that body that month R. F. Kelsey, the chairman, wrote to Bowen that the board approved the riders' claims, and suggesting that a check be sent to Macfarland, then in Chantilly, France, or to Kelsey, to be forwarded.

Several days later Kelsey wrote to Macfarland telling of the board's action, and expressing the hope that through Vice-president Bloemecke, as owner of the track, he would be able to force the lessees to make good the amount before the opening of the present season. Bowen, according to counsel for the riders, never replied to Kelsey's letter, and nothing more was heard from the N. C. A. until little more than a month ago.

Then came a letter to Macfarland reversing the action of the board of control and taking the position that the parent body could not assume any right to interfere in the matter. Accompanying this letter was what purported to be an itemized account of payments to the riders which the amusement company claimed was proof that the contract had been fulfilled. The itemized account showed that the riders had received a total of $2,588.50.

The claim of Macfarland's and Clarke's lawyer is that the amounts set forth in the list submitted by the amusement concern represent prize money, having no connection with the contract.

The action of the sheriff's men might have caused a riot around the box office but for the kindness of a downtown business man, reported to be Frank Mihlon, who is interested financially in the other tracks under the management of Chapman. It is the custom to pay the riders immediately after the races, and as there was not a cent with which to settle $350 in prizes, a hurry call was sent down town and the $350 was forthcoming.

That Macfarland is a keen business man, and that he engaged a shrewd counsel is shown by this action. When Macfarland and Clarke were in Newark a few weeks ago, before going to Salt Lake City for the season, they made several ineffectual attempts to collect the money claimed to be due. Macfarland said nothing, but saw the lawyer. Macfarland might have sought redress in the courts, but he was too wise for that. The American Amusement Co. is a foreign corporation, the men interested living outside the state. Had a suit been instituted the corporation by that time might not have had any money and Macfarland and his lawyer were not taking chances, hence the seizure.

THEY WANT THEIR VALENTINE

Remarkable Petition Signed by Professional Riders Themselves—Newark Situation Takes a Significant Turn.

That the professional bicycle riders competing on the eastern circuit regard John H. Valentine as an excellent referee, and his decisions just, strikingly was illustrated this week when it became known that they had circulated a petition asking for his return as referee at the Newark (N. J.) Velodrome, which position he resigned two weeks ago after having his decisions reversed, apparently by the National Cycling Association's board of control.

As was detailed in the Bicycling World, Valentine this season was acting as referee at the Newark saucer in response to a popular demand. Previously he had been given carte-blanche in the matter of decisions, regardless of the rules, but when Valentine suspended two topliners for foul riding, in exactly the same manner as he had suspended others for the same thing, so much pressure was brought to bear that the National Cycling Asociation's board of control decided that Valentine had no right to mete suspension, and accordingly changed Valentine's sentence to a fine of $50, in each instance. Valentine thereupon handed in his resignation, not only as referee at the Newark Velodrome, but as an official of the National Cycling Association, stating that if he was not to be upheld in decisions he considered just, he could not guarantee to the public that the races under his jurisdiction were being run fairly, and therefore could not place himself in the position of countenancing such affairs.

After Valentine resigned, R. F. Kelsey, chairman of the board of control, who had officiated as referee at Newark last season, returned to that track from the Clifton Stadium, where he had been officiating this year. As nothing had been said against Kelsey it was presumed that the riders were satisfied with his decisions at the recent meets.

Such was not the case, however, as subsequently developed. At New Haven, Conn., last Thursday night, 9th inst., a petition praying that Valentine be returned as referee at the Newark Velodrome was circulated among the riders. It was intended to keep the matter quiet, but the news leaked out in the training quarters, that such a petition was being handed around among the professional riders on the circuit.

It was learned yesterday that every professional rider now competing on the circuit, with the exception of three men, had placed his signature to the paper, and that it had been given to the owners of the Newark Velodrome. The three riders who did not sign were Patrick Hehir, W. Palmer and Alfred Goulette, three Australians. Hehir and Palmer were the riders whom Valentine had suspended for foul riding. Edward Rupprecht, who was suspended earlier in the season for a similar offence, but who was not let off with a fine as were Hehir and Palmer, was one of the petitioners, as were several other riders whom Valentine had found cause to disqualify or fine since he had been officiating at the Newark track and who might be thought to entertain "grouches" against him because of his decisions.

The petition is unique from the fact that, so far as is known, no organized movement of the same nature ever before has been made. Valentine had not heard of the petition when queried by the Bicycling World, and stated that he was not prepared to say at this time whether or not he would return to the Newark track in an official capacity.

Floridans Plan a Motorcycle Day.

July 4th will be a big day for motorcyclists of Florida, if the efforts of the Jacksonville Motorcycle Club are rewarded with success. The club has extended invitations to the motorcyclists of Miami, Tampa, Savannah, Augusta and Atlanta to come to Jacksonville and participate in an inter-city run to Pablo Beach, 20 miles from Jacksonville, preceding which a parade will be made through the principal streets. A program of races will be held at the beach, after which there will be a banquet at the Hotel Continental, at Atlantic Beach, two miles distant from the other resort.

Five Events for North Wildwood.

Entry blanks were issued this week by the North Wildwood (N. J.) Automobile Club for a motorcycle race meet to be held on the straightaway speedway at that place on July 4th. Five events are carded, the prizes therefor having a valuation of $160. The events are for singles, 30½ cubic inches; 50 cubic inches, two events for machines up to the limit of 61 cubic inches, and mile time trials, two trials being allowed each competitor. The record of 43⅗ seconds is held by Walter Goerke. Entries close with W. G. Rhodes, 2208-10 North Broad street, Philadelphia, Pa.

Rich Prizes for Paris Grand Prix.

The classic Grand Prix of Paris race meeting, which annually is conducted for the benefit of the poor of that city, will be bigger than ever this year, it is presumed. The prize money has been augmented by $531, which makes the total amount $4,395, apportioned to the various events as follows: Grand Prix sprint race, $2,145; handicap, $225; three lap races, $98 each; tandem, $450; Consul General's prize, $700; event for foreign riders, $165; race for French riders, $261, and match between foreign and French riders, $105.

SCENES FOR F. A. M. SIGHTSEERS

Philadelphians Engaged in Picking Out Beauty Spots for their Prospective Visitors—The Matter of Licenses.

Those members of the Federation of American Motorcyclists who are at all keen on the subject of picturesque scenery will have ample opportunity to gratify their desires when the annual meet is held in Philadelphia, Pa., August 8th to 13th, inclusive.

The first three days of the meeting will, as has been detailed in the Bicycling World, be taken up with the endurance contest, but the remainder of the week will be spent in the Quaker City, which abounds in pleasing scenery and possesses one of the most beautiful public gardens in America—Fairmount Park. Philadelphia's park area, in fact, is 4,044 acres, second only to Greater New York.

In order to reach the scene of the smoker that has been planned for Thursday evening, August 11th, the riders will be compelled to go through Fairmount Park, which is criss-crossed with pretty winding drives, one of which—the East River drive—is shown in the accompanying illustration. Another place of interest in Fairmount Park is the Japanese temple, and the pretty little bit of rocky shore depicted in the photograph is a section of Wissahickon creek, near where the smoker will be held. The exact location is known as Riverside Park, which will be open only to F. A. M. members and their friends, when the outdoor smoker takes place. The committee at work upon this detail of the entertainment promise that it will be one of the most enjoyable features.

Those who expect to attend the national meet should attend to the matter of licenses beforehand to avoid arguments with the Philadelphia police. Pennsylvania will recognize any state license except New Jersey's, and New Jersey will not recognize any license except its own. New Jersey, however, sells what is styled a "tourists' license" for $1.25 which is good for 8 days and which will serve the purpose of those who do not have occasion often to enter the state.

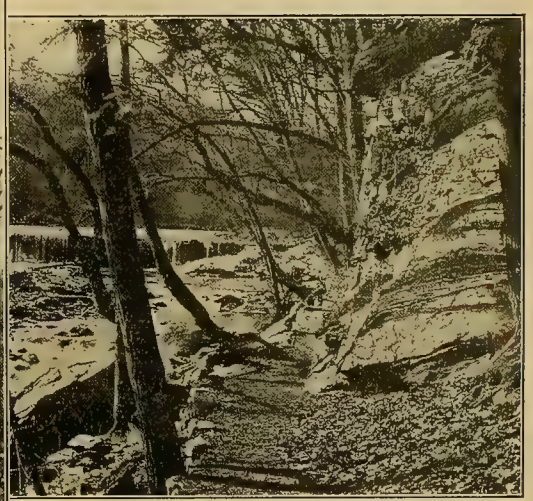
The annual endurance run, as stated in the Bicycling World, will start from Philadelphia, Monday, August 8th, the first first day's journey taking the riders to Stroudsburg, Pa., and the second day's run to Newark, N. J., finishing up in Philadelphia on Wednesday, August 10th. Stanley T. Kellogg, Joseph F. Merkel and Frank Shaw of Philadelphia have been appointed pathfinders, and they shortly will go over the official route to obtain the exact mileage, place sign boards and make hotel arrangements.



EAST RIVER DRIVE—FAIRMOUNT PARK



THE JAPANESE TEMPLE



ALONG WISSAHICKON CREEK

Florida Motorcyclists to Tour Europe.

John Yerkes and Francis L. Engle, president and secretary, respectively, of the Jacksonville (Fla.) Motorcycle Club, shortly will embark for Europe for an extended motorcycle tour on the continent. At the last meeting of the club, there being no vice-president and assistant secretary, these offices were created, and D. S. McGraw and Ray E. Reed, respectively, elected to fill them.

Huntington Motorcyclists Organize.

The Huntington (W. Va.) Motorcycling Club has effected organization with the following officers: President, Henry Simms; vice-president, V. E. Taylor; secretary, R. C. Sharp; treasurer, W. E. Duncan. The club will affiliate with the Federation of American Motorcyclists.

MAKING TROUBLE FOR THE M. A. M. C.

Man Who Originated its Impossible Plans Becomes Disgruntled—New York Motorcycle Club May Withdraw.

Attempts to cripple the Metropolitan Association of Motorcycle Clubs are now well under way and, remarkable to say, the man who is playing the part of chief cripple, R. S. Morton, is the same who was mainly responsible for bringing the organization into being.

The association was organized less than a year since and, due to Morton's ideas, started with more elaborate and far reaching plans than any kindred organization of the sort. After he had been elected temporary president, constitution and by-laws were adopted which fixed a practically prohibitive initiation fee of $50 for other than the charter members, provided that each should pay into the association's treasury 10 per cent. of the profits on any event which it might conduct and pledged the clubs to support each other's competitions.

It is no secret that in return for his efforts, Morton desired to be and expected to be elected president of the new association. Shortly before the election occurred, however, he had promoted and stage-managed what was called a beeksteak dinner, but which proved to be something far more unprintable. Not everything connected with the affair was satisfactorily explained or accounted for, and it is now stated that it was this circumstance which served to defeat Morton for the presidency. When the election was held delegates from several clubs who had held a conference chose such officers as they desired. Morton permitted himself to be named in turn for every office on the calendar, and was de-

feated in each instance. He was allowed, however, to become a director.

Since the election his interest in the organization has not been as wholehearted as once was the case, and within the last month he has become so absorbed in the Manhattan Racing Association, of which he is the active manager, that he has not had time nor inclination for very much else. The Manhattan Racing Association conducts the Sunday meets held on the Guttenberg track and the gate receipts are worth looking after by someone who has en eye for that sort of thing.

This Guttenberg venture is in a happy position. Previous to the latter's formation the Metropolitan Association of Motorcycle Clubs had at the suggestion or request of the chairman of the F. A. M. competition committee, who is one of its directors, formulated a list of the season's events and of the dates which the clubs desired, and although this schedule was made public months ago, the Manhattan Racing Association, which came long after, appears to have no trouble in getting sanctions for any dates which it applies for, despite the fact that the schedule was made in order that there might be no confliction of events, and thus promote the success of the ventures of the respective clubs. Whether the fact that Morton and most of the other stockholders in the Manhattan Racing Association are close friends of the chairman of the F. A. M. competiti n committee has anything to do with the case is merely a matter for speculation. Morton himself is almost a bosom companion of the official in question, and frequently is referred to as the "assistant chairman."

It appears to have been one of the objects and a part of the policy of the Metropolitan Association of Motorcycle Clubs to obtain 10 per cent. of the receipts of all motorcycle competitions held in the metropolitan district, and as such demand had been made on the promoters of a race-meet held in Plainfield, N. J., it naturally was expected that the Manhattan Racing Association would contribute in like proportion. As it is the latter's purpose to conduct racemeets every Sunday and every holiday, it thus would become by far the largest contributor to the M. A. M. C. treasury. Morton, apparently, does not view the prospect with equanimity. At any rate, at a recent meeting of the New York Motorcycle Club, of which he is president, he declared he would not consent that that organization pay another penny into the M. A. M. C. exchequer until, as he expressed it, "it is conducted on a more businesslike basis," whatever that may mean.

Nothing was done at this meeting but, meanwhile, the same influences have been at work to have the New York Motorcycle Club withdraw from the M. A. M. C. and had progressed so well that the ways had been greased for its withdrawal at the meeting which occurred last Wednesday night. A cog slipped somewhere, however, and the expected action was not taken; but the movement, unless it is killed by publicity, probably will attain its end within the next few weeks. Unless the other clubs in the association are more closely knitted by the covert attack which is being made on it, its wrecking will not be a very difficult matter. The schedule of dates has not been adhered to and some of those clubs which have held events are complaining that the other clubs have not supported them properly in the form of entries as had been agreed when the association was organized and when it was filled with warm initial enthusiasm.

Why the Cops Were Flower-Bedecked.

Not without a certain measure of personal vanity, the average bicycle or motorcycle "cop" is usually quite punctilious in maintaining the good appearance of himself and his machine, as, indeed, he is under obligations to do by the police department rules, but it is rarely that policemen so far seek to beautify their mounts as to decorate them with flowers. Nevertheless this is the extreme which has been reached by members of the Chicago force, as the accompanying picture bears witness. In extenuation of what in some circles might be considered almost a breach of good taste or an undue striving toward delicate estheticism, it may be said that floral adornments made their appearance chiefly for the reason that the officers were assigned to the task of forming the advance guard for a parade in which elaborately decorated motor cars were a conspicuous feature. It was with the idea, therefore, of harmonizing themselves with the character of the pageant, and of serving as indicators of the good things to follow, that the officers suffered themselves to be persuaded into the ornamentation of their Excelsior machines. Despite their mild appearance, however, their efficiency and official vigilance was not impaired in any way, and motorists and others were sufficiently wise not to "take a chance" against them.



CHICAGO'S MOTORCYCLE COPS IN FLORAL REGALIA

More Prizes for Harlem's Run.

In addition to gold, silver and bronze medals for the highest scores in the Harlem Motorcycle Club's sixth semi-annual run from New York City to Atlantic City and return, July 2nd, 3rd and 4th, it was announced this week that additional prizes will be offered for the most consistent performance and the closest adherence to schedule at secret controls.

The run will start from the club's headquarters, 1491 Fifth avenue, New York City, at 2 p. m., July 2nd, and proceed across Staten Island to Perth Amboy, and thence to Farmingdale, 55 miles, due to be reached at 7:30 p. m. The second day's run will go to Lakewood, Toms River, Tuckerton, Pleasantville and Atlantic City, the last-named city being reached at 1 p. m. The route on July 4th is from Atlantic City back to New York City, with a dinner stop at Farmingdale. The day's mileages are too short for the run to qualify as an endurance or reliability contest, but it will be governed by the rules applying to such affairs. Each rider will be given an initial credit of 1,000 points, and penalizations will be deducted from this score. Two points will be deducted for each minute in advance of schedule, and one point for each minute behind the set time to arrive at controls 5 minutes leeway being allowed.

Two gold medals will be awarded for the riders making the highest scores in both the single and multi-cylinder classes, while those completing the run with a score of not less than 950 points will receive silver medals, bronze medals being awarded finishers with not less than 900 points. One of the features of the second day will be a brake test at some point unknown to the riders, and those not qualifying in this will be penalized 25 points. Entries will be received by L. H. Guterman, chairman, 103 East 125th street, New York City.

NEW YORK CLUB AGAIN UPHEAVED

Effort to Annul Apologies Causes Remarkable Situations—Quarterly Trial Sacrificed for Private Venture.

These are troublous days for the New York Motorcycle Club. Between the efforts of the chairman of the F. A. M. competition committee and the activities of the prime mover of the Manhattan Racing Association, which has leased the Guttenberg track, and which consists of several members of the club, the organization is so upheaved that a number of its best members have declared they will have nothing more to do with its affairs. The F. A. M. chairman, whose practices in that capacity have given rise to considerable question, is bent on using the club to "save his face" and justify his position, while the president of the club, who is the active man in Guttenburg track affairs, is showing a disposition to sacrifice the club's interests for the sake of the track venture, in the profits of which he personally will share.

The latter fact was brought to light early this week when it was made known that at a private conference, to which he was a party, it had been decided to postpone the New York club's second quarterly trial, which had been fixed to occur tomorrow and for which the entry blanks had been printed, because it probably would interfere with the attendance and gate receipts of the Guttenberg racemeet which is to occur on the same day. At a meeting of the club itself, which occurred on Wednesday night last, further indication of the disposition that nothing shall interfere with the Guttenberg undertaking was disclosed when it was formally decided to defer the quarterly trial in question until Sunday, the 26th, at which time the event will be started at the unholy hour of four o'clock a. m. in order that it may finish early in the afternoon and in season not to interfere in any way with another Guttenberg motorcycle meet which has been scheduled to take place on that day also.

The chairman of the F. A. M. competition committee, who issued the sanction for the quarterly trial, was present and offered no objection to the causeless postponement. He had troubles of his own. Since the previous meeting, when he caused to be introduced a remarkable resolution compelling the club to abjectly apologize to the F. A. M. for destroying the score sheet of one of its contests, and also for venturing to ask the president of the F. A. M. whether a day consists of twenty-four hours—which the latter so decided—some members of the club evidently realized the full significance of the club's action and the humbling position in which it had placed it. At any rate, at Wednesday's meeting the subject was reopened. A motion was made that the communication of apology to the president be withdrawn, and that the resolutions and all reference to them be stricken from the minutes. When this motion was made, R. S. Morton, who was the original author of the doctrine that a day begins at noon, and who instituted the double charge for sanctions, promptly "went up in the air." He declared that he not only would not entertain such a motion but that he would not occupy the chair, which he at once vacated. As the vice-president of the club was not present, and as no one showed a disposition to take the chair vacated in such astounding fashion, the meeting was temporarily halted until M. E. Toepel, one of the club's oldest standbys and hardest workers, threw himself into the breach. There then ensued a tangle of parliamentary practice. Morton, on the floor, suffered a severe "rush of Bicycling World to the head" and talked "all around the mulberry bush." Among other things he declared that the man who supplied the Bicycling World with information concerning the resolutions adopted by the club was guilty of an offense and should have charges preferred against him. As Morton himself is alleged to have furnished a verbatim copy of the resolutions—"witnessed," strange to say, by a gentleman who is not even a member of the club—to another publication, whether he intends to bring charges against himself is an interesting speculation. Morton's talk, however, did nothing to help clear the clouded situation.

Meanwhile, the F.A.M. chairman had been extremely busy. It is openly charged that he begged the man who had seconded the motion to eliminate the resolutions to withdraw it—he was one of those who at the previous meting had voted for the apologetic resolutions—in order to obtain adjournment, and when the seconder receded from his position the chairman himself made the motion to adjourn, and, in the midst of considerable turmoil, the meeting broke up after having lasted until nearly midnight.

Norrish Victimized by a Bold Game.

While H. C. Norrish, of the Bridgeport Cycle Co., Bridgeport, Conn., was lending aid to an alleged intending motorcycle customer who was stalled on the road during a trial of a second hand machine and who had sent in a telephone call for help, his own motorcycle was stolen by a thief who emerged from the bushes near where Norrish had left it unattended. The thief mounted and rode away before Norrish realized what was happening. The machine is a new Greyhound belonging to one of Norrish's customers.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

FOGLER GETS A CHAMPIONSHIP

Captures the Quarter-Mile at Newark—Scheller Adds to His Points by Outsprinting Passinger.

Joseph Fogler, the Brooklyn professional, realized a long-standing desire on Wednesday night last, 15th inst., when, at the Newark (N. J.) Velodrome, he won a national circuit championship. Fogler's victory does not, however, at this time make him a dangerous rival to Kramer, as the latter has 25 points in the race for the title, while Fogler's win makes his total but 14 points; Fred Hill is third in the race with 8 points.

The meeting on Wednesday night also showed which way the straws are blowing in the struggle for the amateur championship title. Chris Scheller, the "unharrassed shamateur" from San Francisco, who won the quarter mile title at the same track on June 8th, further increased his chances by capturing the half mile title Wednesday night. He now has 10 points; Passinger is second with just half that number.

The professional championship was a disappointing race because Kramer was not in the final to give battle to Fogler, having been eliminated in the first semi-final heat when he suffered a cramp in his leg. The final therefore had Fogler, Krebs, Root and Stein up, and Fogler was not put to his limit to win from Krebs.

The prettiest finish of the evening was in the amateur championship, when Scheller led Passinger across the tape by only a couple of inches. The three miles amateur scratch also produced a blanket finish, Magin, McCarthy and Wright being less than a yard apart. In the professional handicap John Bedell used his head as well as his legs to good advantage and romped in on the bit for first money.

Menus Bedell had a narrow escape from injury when he fell in the 6th mile of the 20 miles motorpaced race, which had Collins and Wiley as the other starters. Collins won easily, as Wiley, after losing his pace to avoid striking Bedell, lost three-quarters of a lap. The summaries:

One-half mile championship, amateur—Won by Scheller; second, Passinger; third, Beyerman; fourth, Morton. Time, 1:08.

One-quarter mile championship, professional—Won by Fogler; second, Krebs; third, Root; fourth, Stein. Time, 0:30.

Three miles scratch, amateur—Won by Magin; second, McCarthy; third, Wright; fourth, Carmen; fifth, Beck. Time, 6:25⅖.

Three miles handicap, professional—Won by J. Bedell (90); second, Fred Hill (110); third, West; fourth, Halstead; fifth, Mitten. Time, 5:58⅗.

Twenty miles motorpaced, professional—Won by Collins; second, Wiley; third, M. Bedell. Time, 30:09.

CLARKE MAKES A FAST FOUR MILES

Breaks the Record for the Distance—Pye Attacks an Unpaced Mark—"Pro's" Exchange Black Eyes.

Salt Lake City, June 8.—A. J. Clarke again demonstrated his superiority over the other professionals in this city last night by running away with the unknown distance race for the cash-chasers in the record time of 8:16⅖ for the 4 miles. The race was a continuous fight between the Macfarland-Clarke and Pye-Lawson combinations, but the former was able to stall off the rushes of Pye and Lawson, and Clarke had no trouble at all in leading across the tape and in the fastest time ever made for the distance on the Salt Palace saucer. In the professional handicap Clarke failed to qualify, and Lawson, who just did get in, refused to start in the final heat because the nearest man was 35 yards away.

E. A. Pye, another Australian crack, made a brilliant effort to break the world's record for two-thirds mile unpaced against time. Pye covered the distance in 1:15, which is four-fifths of a second slower than Walter Sanger's mark made in 1895. After the finish of the professional handicap, Fred Keefe of Australia and Jack Burris of Los Angeles had an argument in their training quarters which was quite warm while it lasted. As each received a discolored eye, honors were about even. The summaries:

Three-quarters mile scratch, amateur—Won by Diefenbacher; second, Brodbeck; third, Hume; fourth, McNeil. Time, 1:37.

Two miles handicap, amateur—Won by Brazier (115); second, Diefenbacher (scratch); third, McNeil (40); fourth, Hume (30). Time, 4:08⅖.

Two-thirds mile unpaced against time—By Ernest Pye. Time, 1:15.

One-half mile handicap, professional—Won by Achorn (85); second, Dorlon (100); third, Keefe (75); fourth, Burris (70). Time, 0:53⅕.

Unknown distance, professional—Won Won by Clarke; second, Lawson; third, Walker; fourth, Macfarland. Time, 8:16⅖.

Five miles motorpaced, professional—Won by Duer; second, DeMara. Time 6:55.

Bohemians Plan a Long Island Trip.

Although not so widely known for the reason that it has not promoted many open events, there is a very active bicycle club in New York City, whose membership entirely is made up of Bohemians. It is known as the Bohemian Bicycle Club "Praha," and has its headquarters at 525 East 72nd street, New York City. The club was organized more than 12 years ago and has been active continually, having more than 100 members at the present time. The incumbent captain, Stanley Pechar, has adopted a policy that will make the club more favorably known among the other metropolitan clubs. Its first event to which all cyclists are invited will be a 100 miles pleasure trip, combined with a two days' outing at Bohemia, Long Island, on July 3rd and 4th. The start will be made from the clubhouse between 2 and 3 a. m., Sunday, July 3rd, proceeding across the Queensboro bridge and the usual Merrick road route to Sayville, and thence to Bohemia—an interesting settlement of Bohemians. Hotel accommodations have been arranged for the two days, and there also will be a dance on the afternoon and evening of July 3rd, while short rides in the vicinity will be the feature on Monday, July 4th. Captain Pechar states that an extremely low fee of $2.50 has been made and that a cordial invitation is extended to all cyclists. Information may be had by addressing him at 418 East 71st street, New York City.

Motorcycle Teaches Edwards New Trick.

Court Edwards, the California unicyclist and trick rider, who started to ride one wheel from San Francisco to New York City, but was not heard from since that time, has turned up again. It is evident that Edwards considers unicycling too much like work, for he has turned to motorcycling. Apropos, he was riding with some friends when his rear wheel skidded and precipitated him through the railing of a small bridge and into the bed of the stream 15 feet below. Edwards resumed the trip and rode for a great many miles over rough roads, despite a "stitch in his side," due to the fall. The next morning he was unable to rise and a surgeon found two broken ribs. Edwards will continue to ride his motorcycle, however.

Big Handicap Event for Grand Rapids.

Due to the efforts of the Western Michigan Cycle Club interest in bicycling has received a great stimulus in Grand Rapids, Mich. Last year the club promoted a successful race and its track meet on Decoration Day was one of the most successful athletic and bicycle meets ever witnessed in that city, both from sporting and financial standpoints. Its next big race will be a 15 miles handicap road race on July 4th, and great preparations are being made to make the affair a memorable one. About $700 has been invested in pizes, and this should draw a big entry list. Entry blanks may be secured by writing the Western Michigan Cycle Club, care F. W. DeLye, 83 Pearl street, Grand Rapids, Mich.

Reading Cyclists Form a Club.

The Olympian Cycle Club has been formed at Reading, Pa., and headquarters established at 16 North Eighth street. The election of officers resulted in the following: President, Daniel J. Kramer; vice-president, P. Haymond Heckman; secretary, Llewellyn Miller, together with Earl W. Schofer as treasurer.

TAKES A RECORD FROM KRAMER

Clarke Slices the Time for One-Sixth Mile Unpaced—Lawson Scores Twice—Whittler's Daring Stunt.

Salt Lake City, June 11.—A. J. Clarke's announcement that he would this season go after all the world's unpaced records bore fruit at the Salt Palace saucer last night, when the speedy little Antipodean sliced one-fifth second from Frank L. Kramer's one-sixth mile unpaced against time. Clarke covered the distance in 14⅘ seconds, Kramer's record having been made at the Newark (N. J.) Velodrome May 31, 1909.

Because of his record trial Clarke did not compete in the mile handicap, but the record came dangerously close to a walloping in that race. Lawson was the only scratch man, but he was given a tremendous pull by Macfarland and Pye, and as a result won the event in the remarkable time of 1:49⅖. Hopper made a pretty sprint and took second from the remainder of the field. Due to Clarke's puncture the final scramble in the 5 miles Western championship race was between Macfarland and Lawson, and the latter succeeded in defeating his former teammate.

That Fred E. Whittler has not lost any of the reputation for daredevil motorcycle riding on small tracks that he earned last season was proved in his two miles ride against time. From a flying start, Whittler, on a Merkel motorcycle, covered the first mile in one minute flat and finished the second mile in 2:01⅕—the fastest time ever made on the "ticklish" confines of an eight-lap track.

In the amateur events Diefenbacher managed to win the three-quarter mile handicap after a running fight with McNeil, but McNeil won the scratch race, after a brilliant sprint in which he defeated Brodbeck. The summaries:

Three-quarters mile handicap, amateur—Won by Diefenbacher (scratch); second, McNeil (15); third, Hume (15); fourth, Brodbeck (scratch). Time, 1:33⅘.

Two miles scratch, amateur—Won by McNeil; second, Brodbeck; third, Hume; fourth, Diefenbacher. Time, 4:03⅗.

One-sixth mile against time, professional—By A. J. Clarke. Time, 0:15⅘ (world's record).

One mile handicap, professional—Won by Lawson (scratch); second, Hopper (85); third, DeMara (35); fourth, Duer (90); fifth, Senhouse (45). Time, 1:49⅖.

Five miles western championship, professional—Won by Lawson; second, Macfarland; third, Walker; fourth, Demara. Time, 10:24⅗.

Two miles motorcycle against time, professional—By F. E. Whittle. Time by miles, 1:00, 2:01⅕.

TO CYCLE EUROPE ON $3 PER DAY

Western College Students Have Figured Out a Method to do it—Will Undertake a Three Months' Trip.

Europe on $3 a day, including ocean and land transportation, or $300 for a three months' tour is the triumph of vacation economy which a number of University of Chicago students have effected.

Part of the itinerary includes explorations into foreign regions where inn servants look as though they suspected your sanity if you offer them a 10-cent tip and the faithful waiting-maid comes up with a "Did you forget this, sir?" if you considerately leave a shilling for her under your plate; this latter, according to a Chicago Evening Post reporter, who evidently knows not whereof he speaks.

At any rate, Vallee O. Appel, managing editor of this year's Cap and Gown, the University of Chicago annual, and a party of students, including Donald and Charles Grey and William Leaverton are the Chicago students who will make the trip, and they will be reinforced by several University of Michigan students.

Grooming cattle and pitching hay will form the unromantic beginning of their journey, but the employment gets them to and from England without paying a cent, and they are by no means the first tourists who have worked their passage in that fashion. They will leave Boston on the cattle steamer Bohemian on June 29th and when they get to the other side will take to bicycles for the remainder of the trip, as this utilitarian vehicle affords the most economical means of getting from place to place, besides its numerous other advantages.

A tour of Great Britain will take up several weeks, and then the party will cross the channel and spend a week or so in Paris—that dream-heaven of all students. France will be explored thoroughly, as well as certain parts of Germany. A visit to Oberammergau and the Passion Play also is included in the itinerary. They expect to return in time for fall studies.

Self-Congratulations in Order.

Two cyclists were touring in Virginia and were on their way to Lynchburg, where they proposed to dine and pass the night. Late in the afternoon when hunger and fatigue began to make riding up the hills unpleasant, they accosted a negro ploughing a roadside field.

"How far is it to Lynchburg?" they asked.

"Two miles," was the reply.

They rode hopefully on. A half-hour passed and Lynchburg was not yet in sight, so, seeing another negro in a field, they shouted to him:

"Are we near Lynchburg?"

"Yas, suh; keep straight ahead," the negro shouted back; "it's only two miles."

The tired, hungry riders plugged on again. Another half hour passed and still no sign of the city.

"Is Lynchburg very far from here?" they asked a third darkey.

"No, gem'men," said he, "it's only two miles, suh."

Then the riders looked at one another. The younger heaved a deep sigh of relief, and exclaimed:

"Well, thank goodness, we're holding our own, anyway."

Kansas's Motorcycle Schoolma'am.

Until a couple of weeks ago, when an accident befell her, comparatively few people knew that the state of Kansas could boast of a woman motorcycle rural free



delivery carrier. It will be equally a surprise to many to learn that the same state also has a motorcycling woman school teacher. She is Miss Charlotte Hume, of Cheney, Kan., whose picture appears herewith and who every school day makes the five miles trip between her home and the school house on her Thor machine in about 10 minutes. "I think," she declares, "that there can be no better enjoyment than riding a motorcycle."

Stiff Sentence for a Cycle Thief.

Several heavy sentences, such as the one meted out to a suspected bicycle thief in Indianapolis last week, certainly will discourage that practice in the Indiana metropolis. C. Heylet, alias Heyden, was brought before Judge Collins charged with stealing no fewer than 15 bicycles, and probably many more. Judge Collins showed that it would go hard with bicycle thieves by imposing a sentence of 90 days in the workhouse in addition to a fine of $50.

Cycling Extravagantly Endowed.

Speaking of generosity, the Salisbury (Eng.) Cycle and Social Club, at its annual general meeting, decided that some appropriation should be made for the encouragement of cycling, and thus justify its existence as a cycling club. The income of the club is $215.75 and the generous spirit of the members led to the appropriation of $10 for the "encouragement of cycling!"

REVELING IN PIKE COUNTY JOYS

St. Louis Cyclists, on their Annual Tour, Find Rare Delights—Good Reasons for their Enthusiasm.

St. Louis, Mo., June 14.—Away back in 1850 a company of shrewd and prosperous farmers of Pike county, Missouri, organized a company to build a system of fine gravel toll roads to connect their farms with the packets which then plied the Mississippi river. It was the first good roads system in the west, if not in the country.

It is here that one beholds a splendid example of the great value of good roads to a community. In its topography, soil and other resources, Pike county does not materially differ from most of the other 113 counties of Missouri, yet it ranks as one of the richest in the state. Everywhere one sees culture and refinement among the country people that only good roads can bring. The polite and hospitable owners of the model farms are met driving their fine blooded horses about in rubber tired rigs and the route is dotted with the magnificent estates of St. Louis millionaires, who have selected Pike county for their country home sites. But one single regret does the whole scene cause, and that is that this early spirit of road building did not spread to other sections of the country.

Some years ago, the charters of these road companies expired, and although the roads are now owned by the county, they are still maintained as toll roads, and the system operates so satisfactorily that only the grouchiest of old grouches ever complains of the small fee exacted. Wheelmen pay no toll, nor does any traveler on Sundays.

It is impossible to describe the charms Pike county holds for the cyclist, and never was this a more truthful statement than on Sunday, the 12th inst., when the St. Louis Cycling Club held its annual Pike county tour. Swap reminiscences with an ex-rider, and shortly he asks, "Do you ever hold any more Pike county tours? Gee, but didn't we have some bully good times in those days!"

"Oh, yes; we go up every year and have even better times. No more leg pulling matches now, for we study the scenery rather than some other fellow's rear wheel."

A look of sadness creeps over ex-rider's face. Perhaps next year he will be on hand, for some of the "exes" are coming back.

For the first time in a decade the weather was perfect, and 47 riders were on hand when the steamer Dubuque turned her bow in the direction of Clarksville, about 100 miles up the stream, on Saturday at 4 p. m. H. G. Wolzendorf—familiarly known as "Dorfie"—who, usually, has to make a heart-breaking sprint to catch

the boat, created the first surprise by being the first one at the wharf. He had read his time table wrong earlier in the day.

One lady, Mrs. J. F. Ellis, graced the delegation of five members of the St. Louis Motorcycle Club, each of whom had a guest on his tandem attachment. John Hurck brought F. D. Shomo of the Hendee Mfg. Co., who on being introduced to the "gang" was voted as strictly O. K. and given the time of his life. J. N. McCrea, a good old scout from Springfield, Ill., was on hand, and promised that next time he would bring a delagation with him.

Thirty-two of the "gang" met at Jansky's shop and rode through the city in a body. St. Louis is not used to parades, and the appearance of so many neatly attired cyclists riding their brightly polished, high grade (not geared) wheels created considerable commotion, especially in the downtown shopping district.

The first amusement on board the boat, is the throwing of pennies to the negro roustabouts on the lower deck. Their capers are a hundred fold more laughable than those of the kids diving for coins at the seashore. They almost go overboard when the coins roll near the edge of the railingless deck.

After a good supper, adjournment is taken to the upper deck, in order to enjoy the fine evening and scenery. First comes the immense Chain of Rocks station of the St. Louis water works; then the junction of the muddy Missouri river with the mighty Mississippi — an inspiring sight when viewed from the steamer. At dusk historic Alton is reached, where is seen the court house on which steps the famous Lincoln-Douglass debate occurred. In the distance is seen the tall monument erected to the memory of Elijah Lovejoy, who was there lynched for espousing the abolition cause in his newspaper.

After the sun has slipped behind the western hills, the river breezes become somewhat chilly and retirement is taken to the cabin. There is music and dancing and good and bad singing of popular and unpopular songs. One or two of the tourists always make their expenses for the trip in the usual poker game. Back in the porter's room there is the club's supply of "Budweiser" brew, and there "Dorfe" tells of happenings of tours of other days. The pranks and jokes played discredit those of the most mischievous school boy. Alex. Laing and his terrible sneeze caused considerable excitement. His affliction was contagious, and as he loafed around near the bar he seriously interfered with the important duties of the patriarchal old gentleman who dispensed the liquid refreshments, and who nearly sneezed his whiskers off. One thing no one did was to sleep.

The few who tried to drowse heard a rude pounding at 4:30 a. m. and the call: "All out fo' Clawksville!"

Next a string of sleepy wheelmen skin their shins on the pedals of their wheels as they trundle them down the narrow gang plank and go ashore. Ten miles out, at Aberdeen, a good old-fashioned country breakfast is being cooked by the lady who collects the toll. A bright golden streak over the eastern hill tops, announces the dawn of a perfect day. The air is redolent with the sweet perfume of clover and roses. In every tree top the birds are caroling cheerfully. Yea, verily, once more are we in good old Pike county.

Slowly the "gang" wends its way up the long hill, from the summit of which the first grand panorama of Pike county meets the eye. On the left one beholds a mighty sweep of the "Father of Waters." On the right is the sublime hills and valleys of

Morgan & Wright Motorcycle Tires

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

MORGAN & WRIGHT
DETROIT

this blessed county. Then there is the long, easy descent to Hutt's over the famous belt road and the five-mile stretch to Aberdeen. So perfect are the roads that those in the party who have cycled in Europe say they excel any highway they have ever ridden over.

Every one is in the best of humor as they smell the coffee, the ham, eggs and hot biscuits as they hop from their machines. A party of five led by Capt. Lang keeps on and makes a circuit of 20 miles over the belt road before sitting down to the repast.

After breakfast every one is good and full (of food), and they rest a whole hour before turning toward Bowling Green, 25 miles away. There is but one delay enroute, and that is because Charley Barr almost cuts his tire in two with a tin can. His tire, being of the clincher type, is speedily and permanently repaired.

Pike county dinners long have been famous, but the spread at Bowling Green eclipsed all previous ones. Old "Dorfe" said he had gone against some mighty fine eating all the way from Quebec to Los Angeles and from Winnipeg to New Orleans, but if there was ever a better cooked meal or one more nicely served set before him he could not remember it, not even excepting the famous dinner served at the Profile House on the White Mountains tour following the L. A. W. meet of 1899.

After dinner all lay down on the lawn in a semi-comatose condition for several hours. Most of the smokers did not even have sufficient energy to fill their pipes. A two-hour easy run, nearly all down a slight grade, brought the "gang" back to Clarksville, 27 miles, and here was found the first grouch ever discovered in Pike county. It took the form of the station agent, who would not check the wheels unless all tool bags, pumps, lamps and other trimmings were removed. Then the motorcyclists came in for theirs. He said "those things weigh more than 300 lbs. and will have to be crated and go by express at the rate of $2.70 per hundred pounds.".

Capt. Lang, who settles an argument with words when possible, with his fists when necessary, advised the station agent to "chase himself, and be —— quick about it." By this time the train had arrived and the baggage man saw the captain holding something green in his hand.

"Sure you can put on those motors; hand 'em up," said he.

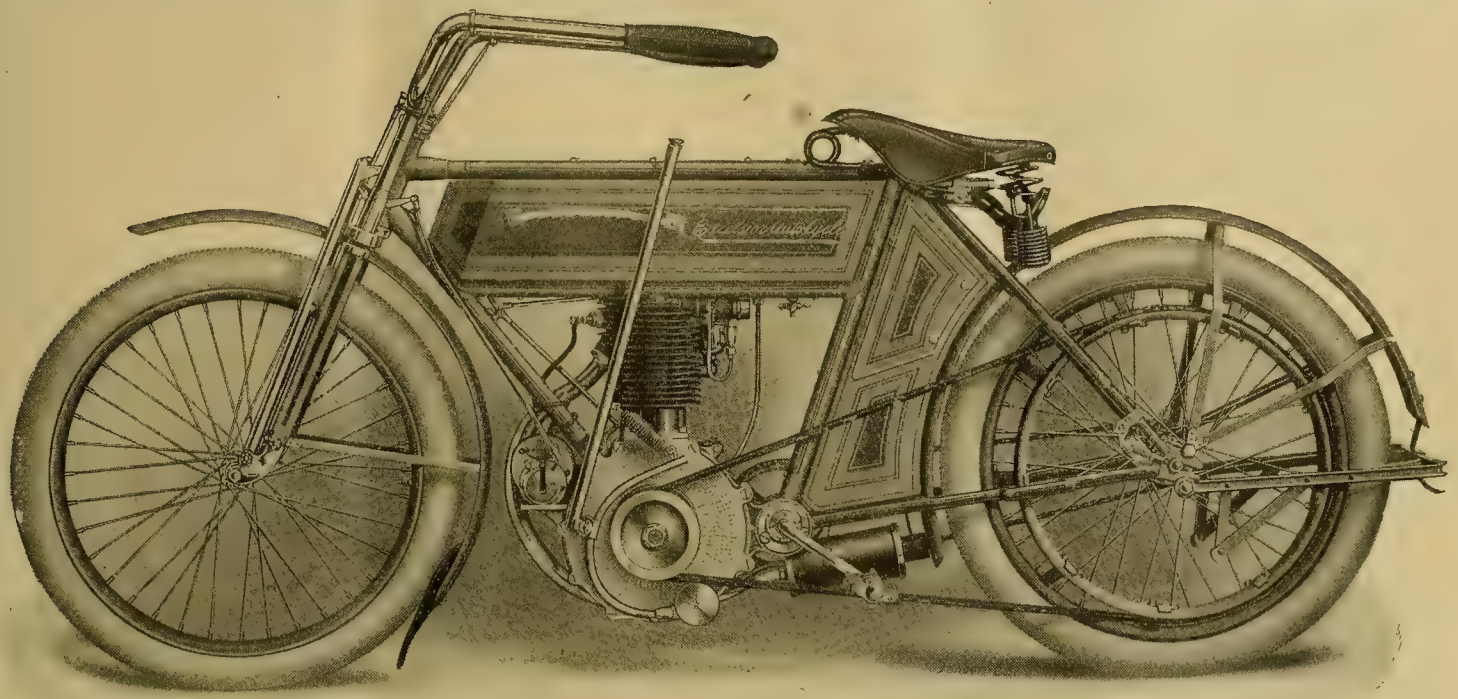
"Hurry up with those bicycles; we can't fool around here all afternoon," shouted the conductor, who was hearing a whole lot about rules and regulations from the heated station agent, who had not finished his preaching as the engineer was given the "all aboard" signal and the tour was at an end.

Boys Operate Bicycle "Wireless."

Bicycles may take a new importance to the United States War Department as the result of a discovery by Brooklyn boys as to their utility in wireless telegraph service for field operations. For many years the United States Government has supplied its various army posts throughout the country with bicycles, for the use of officers and men at the various posts, but foreign governments in many cases have outstripped it in incorporating bicycles in the actual military functions of the army. A quickened and lively interest on the part of the American military officials has been created, however, by what has been accomplished "under service conditions" by a bicycle squadron of "boy scouts" in Brooklyn, and army men at Governor's Island, N. Y., are said to be giving the matter expert investigation. Two of the boy scouts have a wireless outfit which they attach to their bicycles and which they use for the transmission of messages at distances up to two miles. The aerials are erected on the handlebars of the machines and extend 10 feet in the air. Three wires are strung up on both machines and are connected with induction coils transmitting 80,000 volts of high tension current.

The boy operators send and receive messages easily while riding their bicycles.

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SEEKING RUBBER SUBSTITUTES

Some of the Things the Search so far Has Developed—Efforts to Make Rubber Synthetically.

Considering that, by all the rules of precedent, this should be open season for the rubber substitute game, there is surprisingly little visible activity among the ranks of those who in the course of many years have kindly permitted their nearest and dearest friends to assist in the foundation of the magnificent industrial structures which they were about to rear. Likewise, it is to be noted that the long-continued high price of the genuine article has not had the to-be-expected stimulative effect on those who earnestly and seriously seek to produce in one way or another substances equivalent in their properties to the india rubber of commerce.

Possibly, in the case of Great Britain, always an easy prey to concerted speculative pressure, it may be that the apparent quiescence of the rubber substitutionists is explained by the activities of their brethren who are interested in the marketing of shares in more or less hopeful ventures in rubber plantation. But elsewhere the non-appearance of a crop of the good, old-fashioned synthetical rubber or new-process substitute projects, during the past winter must remain more or less an inexplicable mystery.

Originally as legitimate as the search for the Elixir of Life, the quest for the rubber substitute began in an earnest endeavor to discover some substance equally cheap or cheaper to secure and work than caoutchouc. Resulting from this effort, gutta percha, Balata and other natural gums have been introduced into the arts with great success; and it is but natural that the search should continue as still other natural juices present themselves for examination. Scientific research should not be confounded with the original dyed-in-the-wool rubber substitute promotion enterprise, which flourishes much in the same manner as do schemes for the distribution of the gilded brick and the phony greenback.

Beyond the realm of the irresponsible promoter, the rubber substitute proposition resolves itself into a blend of pure science and commercialism. Rubber experts pretty generally agree that there is little likelihood that a genuine substitute ever will be produced equal in all its properties to the true rubber, which is so essential in automobile tire manufacture among other things. Of the great number of kindred substances which are available and which are likely to increase in number as time goes on, the problem is not one of absolute substitution, but of skilful blending to meet the demands of specific requirements. In a sense, rubber substitutes are not only possible but actually in use at the present time; they are not the substitutes in which the guileless citizen is invited to invest, however.

Summarizing the present state of artificial rubber, Nature, the London publication, prints an instructive article in which three classes of substitutes are recognized, namely, compounds containing no rubber whatever; composites, in which some rubber is employed; and the true synthetic rubber of the chemical laboratory. The first of these classes is the most important, commercially speaking, at the present time. Says the authority in question:

"Scores of recipes, including very diverse ingredients; but the basis of most is a modified oil. . . . If we test the drying properties of boiled linseed oil by spreading a little of it over a slip of glass and allowing it to dry, a film of oxidized oil is eventually obtained, having a certain modicum of toughness and elasticity. The liquid oil has taken up oxygen and thereby become converted into a more or less elastic solid. Tung-oil substitute is essentially such an oxidized product, manufactured by heating the raw oil until it has absorbed enough oxygen to cause it to thicken and become solid on cooling, when it is powdered and worked up with a little petroleum. . . .

"In a somewhat similar way the oils can be made to take up sulphur, becoming thereby solid and endowed in some degree with elastic properties. The treatment is analogous to the 'vulcanization' of rubber. . . . Colza oil is largely used for these purposes, but various others are available—linseed, maize, arachis, and castor oils, for example. . . .

"'Nitrated' oils are also used as the basis of some rubber surrogates. Thus one well-known product is a solution of a nitrocellulose in linseed or castor oil which has been nitrated by treatment with a mixture of nitric and sulphuric acids. Other such articles are made by oxidizing the nitrated oil with lead peroxid or by simply heating it in air."

Another class of substitutes, it appears, is formed by adding to the oil such other ingredients as tar, pitch and creosote. Covering only a few of these, it is explained that "Russian" substitute, particularly applicable for the insulation of telegraph cables, contains wood tar, hemp and linseed oils, ozokerite, spermaceti and sulphur. "Oxolin" has a basis of fibrous material, such as jute or hemp. "Jones's" substitute is made from various gums and dispenses largely with the oils. Gelatin or glue is dissolved in creosote and then treated with some reagent, such as tannic acid, in the substance known as "Perkins's" substitute. "Bakelite" is produced by the condensation of formaldehyde and phenol, while by the compression of grape skins, it has been proposed to make a "grape-rubber." The latter substitute, however, is frankly stated not to be a commercial product. With regard to these and other so-called substitutes, the authority continues:

"Some persons are disposed to deny them any right to the title, and would look upon them as mere adulterants whenever used partially to replace rubber in what would otherwise be an all-rubber article. Others admit, though sometimes grudgingly, that there is a place which such substitutes can usefully fill. Much depends on what the article is sold as, and on what it is to be put to. Not all the special qualities of rubber are wanted in all the products for which it is employed. A door-mat is one thing, a bicycle tire quite another. Where a high degree of elasticity is not really needed, as, for instance, in water-proof goods and electrical insulating work, there is a legitimate field for substitutes which may serve the required purpose. . . .

"It may be said at once that no substitute is equal to rubber in every respect. Chemically, the latter is a very inert substance—much more so than the substitutes. Hence, even if the latter were not otherwise inferior, they would be less durable than rubber under certain conditions. They are nearly all acted upon more or less readily in circumstances where rubber remains unharmed. The modified oils, in fact, are still oils in the sense that they remain glycerids, decomposable by alkalies, as also by steam under pressure. If used for articles exposed to these agencies, they fail in durability, whatever their excellencies otherwise. . . ."

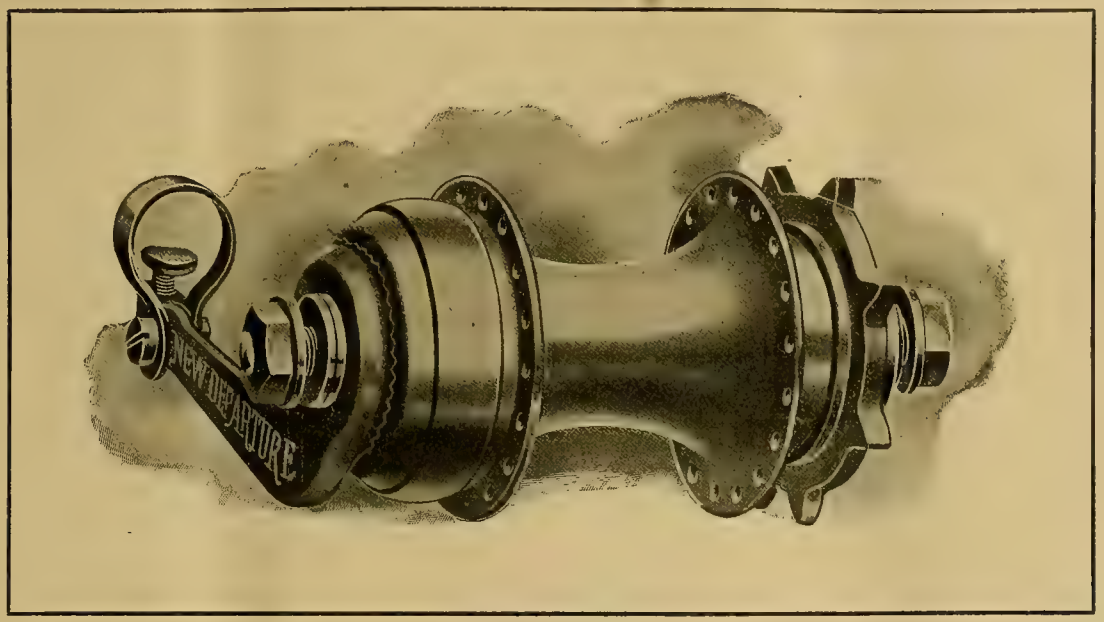
With regard to the synthetical variety of rubber, the original "will-o-the-wisp," there are "turpentine-rubber," which is made by passing turpentine through a hot tube and treating the resulting vapors with hydrochloric acid; and the product resulting from Heinemann's patent, "which attempts a true synthesis, starting with mixed acetylene and ethylene gases and ending in a substance closely resembling caoutchouc, if not identical with it."

A bit of timely interest is lent to the subject through the publication in the United States Consular Reports within a few days, of announcements concerning the discovery of yet another synthetic rubber process by a German professor at Kiel. The report which, in roundabout fashion, reflects the excitement created in Birmingham, England, by the news, states that "the invention is based on the boiling together, under certain conditions, of 'isoprem' with acetic acid, in a closed tube, the result being the creation of a grey composite possessing all the properties of pure rubber and capable of being vulcanized in the same manner as gutta-percha." Unfortunately "isoprem" is a substance not recognized by the dictionary, so that the public, for the time being, must remain in doubt as to the true nature of the new process.

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RECENT PATENTS.

948,859. Unicycle. Anthony G. Jackulvis, Fort Totten, N. Y. Filed April 29, 1909. Serial No. 493,060.

1. A unicycle comprising a wheel with two circular outlined flanges, one of which has teeth upon its inner marginal edge, a frame, grooved wheels journaled thereon and adapted to ride one of said flanges, a seat upon said frame ,a tilting lever, bars pivotally connected to said lever, one upon each side of the pivotal point of the latter, tubings upon said frame and through which said bars are adapted to move longitudinally, and wheels carried by said bars and positioned one upon either side of the flanged wheel and adapted to be projected beyond the circumference of the latter and against the ground.

949,631. Brake. John Hurck, St. Louis, Mo. Filed Oct. 22, 1908. Serial No. 458,944.

1. In a device of the character described, the combination of a crank shaft, a two-part clutch being longitudinally movable, a brake connected to the hub of the rear wheel and with the other part of the clutch, and means carried by the shaft for causing the movable part of the clutch to engage the other part, whereby, by pack-pedaling, the brake will be applied.

950,197. Adjustable Crank Hanger for Motorcycles. Alexander L. Walters, Los Angeles, Cal. Filed March 17, 1908. Serial No. 421,729.

1. A crank axle provided at its ends with crank seats and provided with reversely screw-threaded portions to receive ball bearing elements, and provided between one of said threaded portions and its adjacent crank seat with a screw-threaded portion of smaller diameter, a clutch disk provided with a peripheral slot and a bolt seat and screwed on to the last mentioned screw-threaded portion, a key to fix said clutch disk against rotation, a spring case rotatable on the clutch disk, a stop fixed to the spring case and extending into said peripheral slot, a crank screwed on to the spring case, a screw to secure the crank on the axle, a spring fixed at one end to the axle and at the other end to the spring case, and a bolt carried by the last mentioned crank, means for holding said bolt in said bolt seat, and means for retracting said bolt from said bolt seat.

954,488. Carburetter. Austin M. Wolf, New York, N. Y. Filed May 26, 1909. Serial No. 498,519.

In a carburetter, a float chamber, a mixing chamber passing immediately adjacent said float chamber and separated therefrom by a wall, said wall forming a cover to said float chamber, a valve in said wall establishing communication between both said chambers, and an adjustable cock in said over admitting atmospheric pressure to said float chamber, as described.

954,491. Carbon Remover. Robert Zastrow, Racine, Wis. Filed Dec. 6, 1909. Serial No. 531,542.

1. A carbon remover for explosive engines, comprising a guide shaped to fit in an opening in the end of the engine cylinder, a stem passing through the guide eccentric thereto and adapted to turn therein, and a scraper blade carried by the end of the stem to be moved over the surface of the piston of the engine by the turning movements of the stem.

954,697. Spark Plug. Herbert F. Provandie, Boston, Mass., assignor of one-half to the Randall-Faichney Co., Boston, Mass., a corporation of Massachusetts. Filed May 24, 1909. Serial No. 497,866.

1. A spark plug having an insulating body, spark points, a metallic stem supporting one of the spark points and having a sight opening extending longitudinally through the body of the plug, a light-transmitting partition which prevents the passage of gases through the opening, and means for detachably securing said partition to the plug.

955,286. Ball Bearing. August Riebe, Berlin, Germany, assignor to the Hess-Bright Mfg. Co., a corporation of New Jersey. Filed July 30, 1907. Serial No. 386,209.

1. A cage for ball bearings having between each two adjacent balls two independent means for separating them, one of such means consisting of a relatively soft material extending normally between each two adjacent balls a sufficient distance to hold the balls separated in use, and the other of said means constituting an emergency device adapted to hold the balls separated when the first of said means is worn out or melted.

956,588. Combined Roll and Ball Bearing. Charles S. Lockwood, Newark, N. J., assignor to Hyatt Roller Bearing Co., Harrison, N. J., a corporation of New Jersey. Filed Nov. 1, 1909. Serial No. 525,609.

1. An anti-friction bearing having a hub with doubly conical seats and a casting with tapering seats opposed to the seats on the hub, and two series of balls and rolls adapted and arranged to roll between the seats upon the hub and casing, the balls of the two series and the rolls of the two series being arranged in pairs with the members of each pair in contact.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

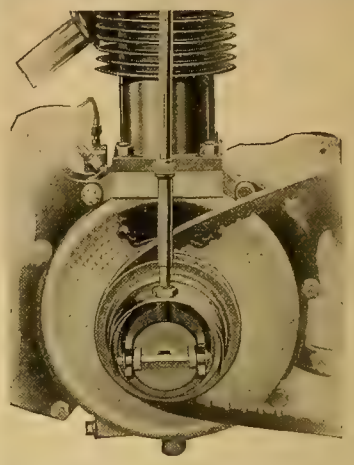
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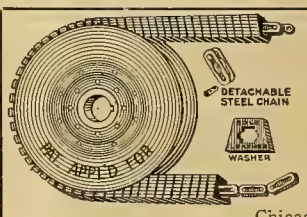
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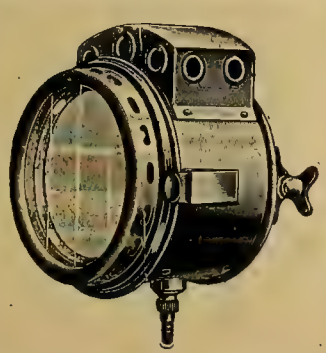
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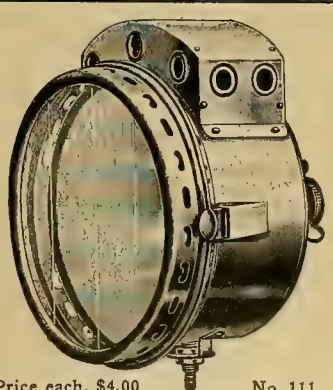
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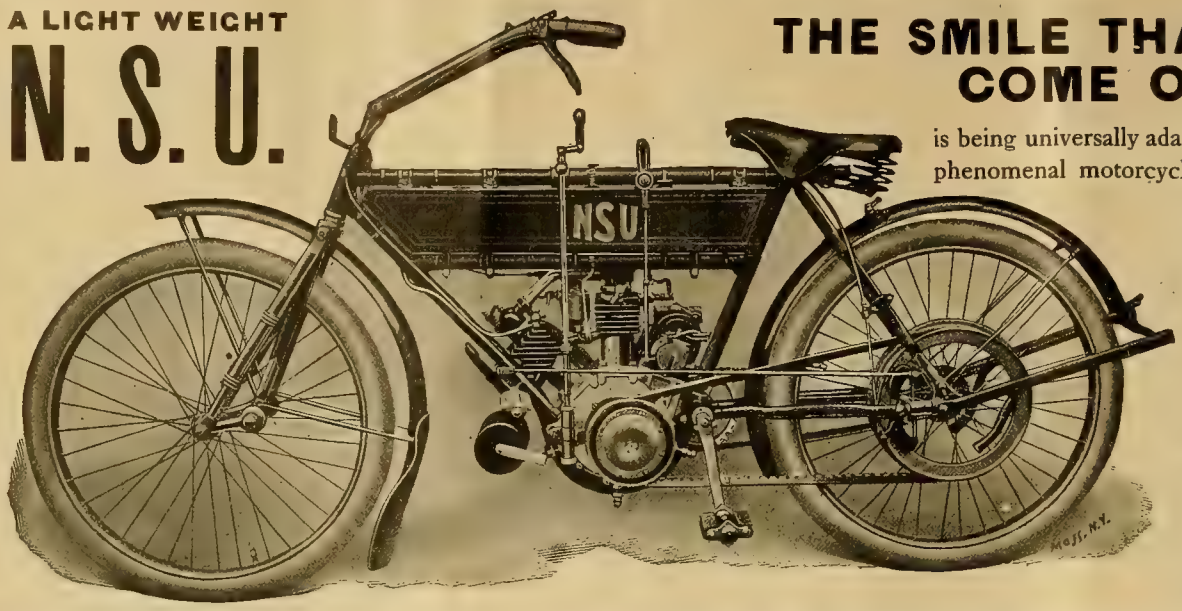
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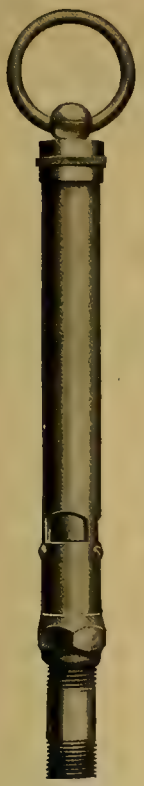
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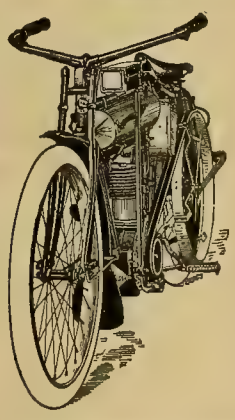
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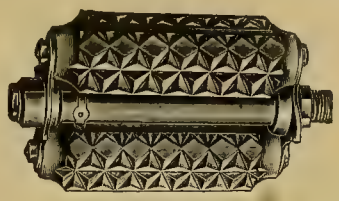
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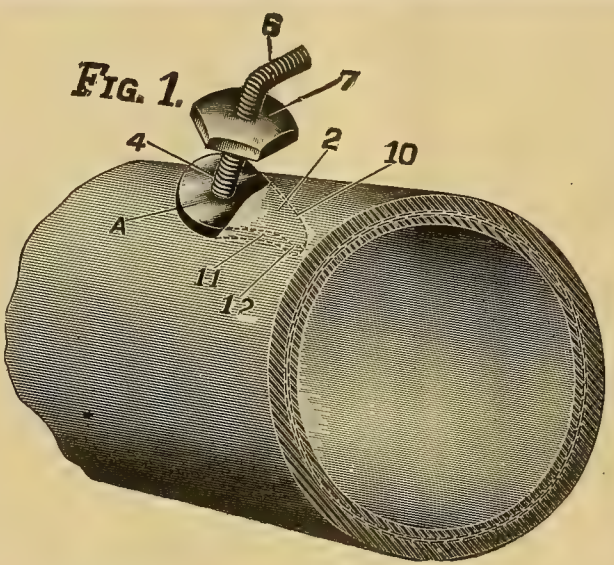
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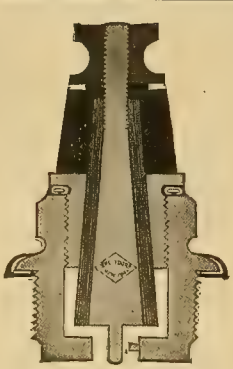
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PRICE—No more than you have been paying for cheap wheels.

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MEAD CYCLE COMPANY
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The 100 mile record by Derosier, at Playa del Rey, May 8, on an Indian equipped with

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Motorcycle Plugs
Insist on the Plug the leaders use.

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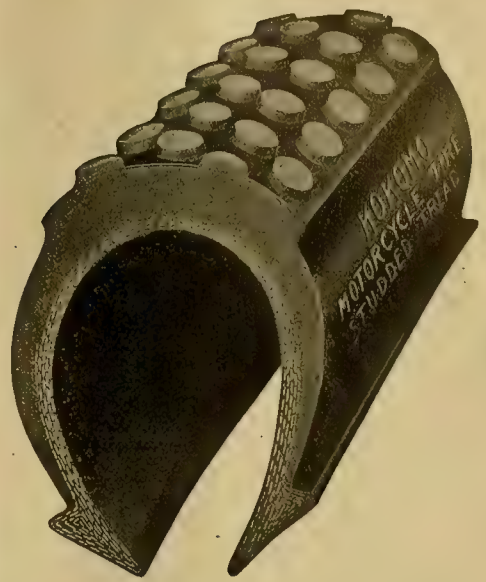
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—one in the road surface, the other in the minds of the cyclists and motorcyclists who use them.

Kokomo tires increase the dependability of any machine to which they may be applied.









Kokomo Rubber Co.

KOKOMO, IND.



You fellows may not like policemen very well, because the chances are they have given you a little trouble when you were doing some speeding on your own account. But you must give them credit for one thing—all their equipment is up-to-date. There is no half way business about that.

That's the reason motorcycle policemen all over the country are having their mounts equipped with

Prest-O-Lite

It's the light that never fails, always reliable, and always ready for use. A turn of the valve floods the road far ahead with the same light automobiles use.

Better pattern after our friends the police, and get the best.

Price, $10.00. It gives 40 hours of light. When empty, can be exchanged for a new one at any dealer's for 60 cents.

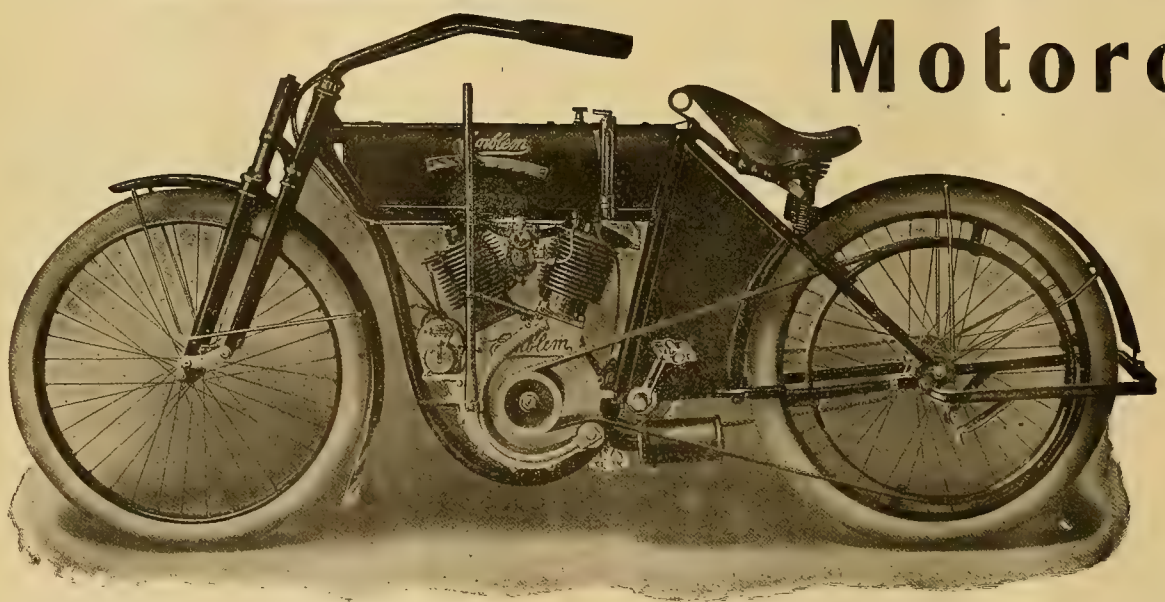
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Full length triangularly reinforced frame; ball bearing engine; large valves; interchangeable ignition system; copper tanks; horizontal saddle post—these are only some of the Emblem features.

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AN UNSOLICITED TESTIMONIAL

as to the value of

G & J TIRES

On May 18th and 19th Mr. Perrin B. Whitney, manager of the "Indian" Branch in Chicago, accompanied by Messrs. Fred Huyck and Harry W. Miller, made the Chicago-Indianapolis round trip.

Mr. Whitney writes under date of May 26th, 1910:

"As almost the entire trip was over muddy and very bad roads we had all kinds of chance for skidding, etc. By using the Bailey G & J Tire we found it possible to ride these roads even when they were very slippery with very satisfactory results. We encountered several thunder showers and for two days were in an almost continual rain from the time we started until night.

The 1910 G & J Tires are the most satisfactory tires ever constructed. We have had absolutely no replacements to make so far this year, either in casings or tubes, which is certainly a very satisfactory record from every point of view."

G & J TIRE CO.

Indianapolis, Ind.

MORGAN & WRIGHT MOTORCYCLE TIRES

have such a "winning way" with them. Here is more evidence of it.

At the old Guttenberg Track on June 5th, Chapple won on Morgan & Wright Tires.

Again, in New Haven, on the 7th, Chapple and Logan won first and second places in both the 61 stock machine and 61 free for all events on Morgan & Wright Tires.

Morgan & Wright Tires have everywhere "won their way" into the hearts of race riders, endurance riders and every day "about town" riders, by always giving the same reliable service and the same generous amount of it.

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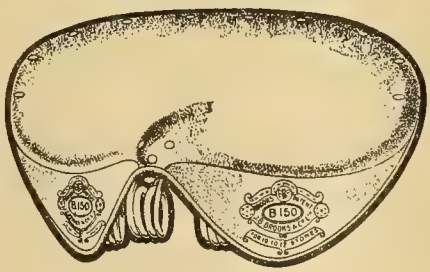
On Cycle or Motorcycle

there is one fitment that will make or mar the rider's comfort more than any other—the Saddle—and there is one Saddle that will enhance that comfort as none other can—the BROOKS.

When you're selling bicycles don't overlook that fact or the other—that

THE ORIGINAL AND ONLY GENUINE COMPOUND SPRING SADDLE

is the BROOKS, and only in that Saddle is the true comfort and the perfect satisfaction of your customers assured.



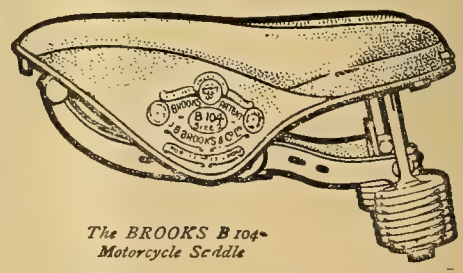
The BROOKS B150 Motorcycle Seat



The BROOKS B17 CHAMPION Cycle Saddle

Sole Agents for Motor Saddles:
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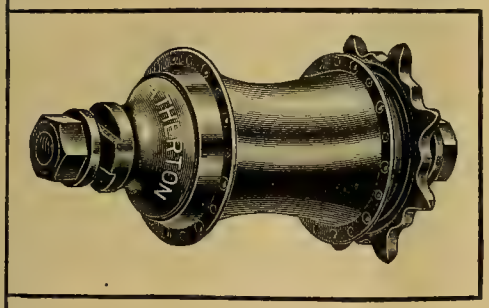
The BROOKS B104 Motorcycle Saddle

J. S. BROOKS & CO., Ltd., 73 Criterion Works, BIRMINGHAM

ENGLAND

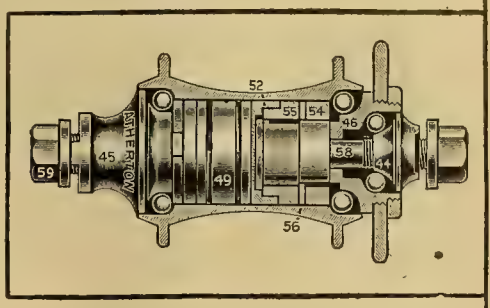
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in Coaster Brakes Since the First One Was Produced



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NEW



Concave Atherton

All others have followed the same general principles; the new Atherton creates a new type and sets a new standard.

IT AVOIDS
- Endwise Sliding Parts
- Jamming End Strains
- Binding Screw Movement

and all other shortcomings of the old-line coaster brakes.

Operated by cams and levers

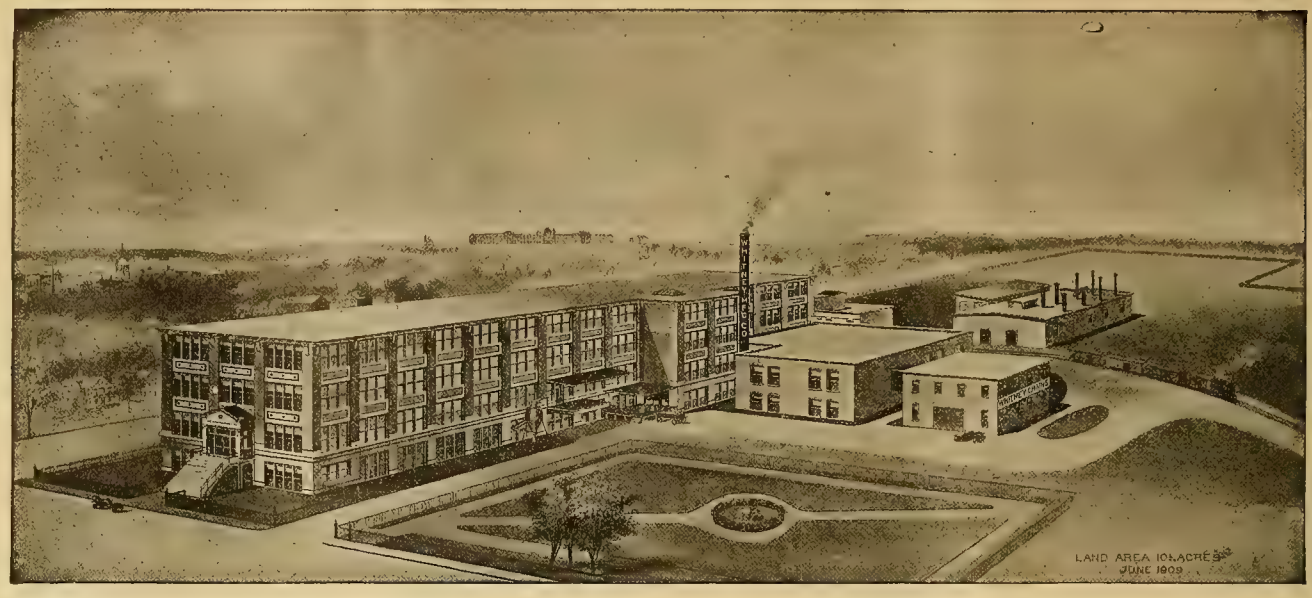
IT AFFORDS
- Perfect Brake
- Absolutely Free Coaster
- Genuine Satisfaction

Get the up-to-date coaster brake while you are about it.

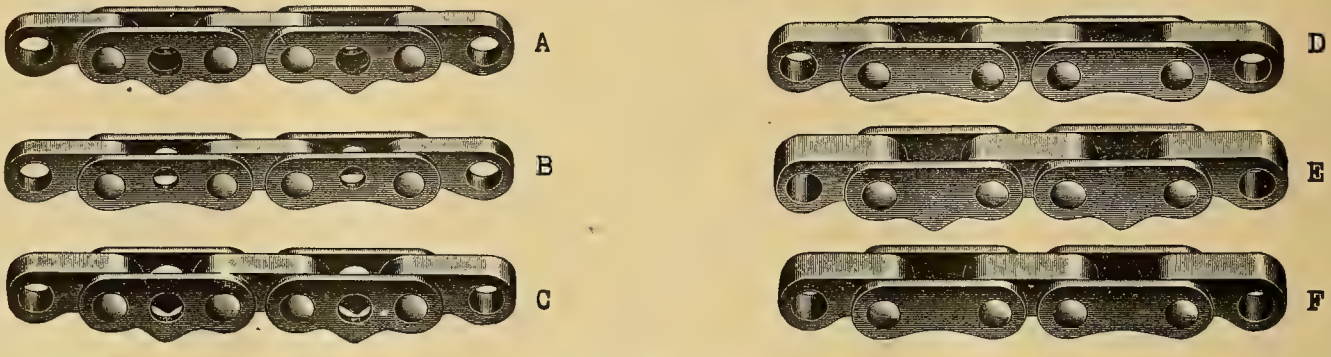
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"Whitney" Chains are made in one of the most modern of American fire-proof factories.



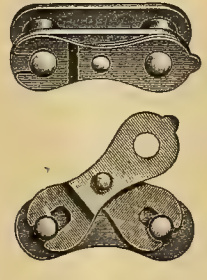
If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE

Our New Roller Chains ⅝" Pitch

For Motorcycles, Etc.



New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains



THE WHITNEY MFG. COMPANY

Hartford, Connecticut

Note the Big Advantages in Selling This Tire

The Pathfinder Non-Skid Extra Heavy Bicycle Tire—because it is so constructed that lasting repairs can be made easily—will *save* money for your customers. Therefore, it will *make more* money for you.

It will make your customers glad they bought from you, and not only will they come back to buy again, but they will send you new trade—be your best advertisement.

Study the construction, the remarkable *service* qualities in this tire. It will be worth your while.

Two extra layers of the closest woven Egyptian fabric possible and a special corrugation absolutely prevent skidding on even the most slippery asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made. Besides these points, note that

The Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire

is not made from "reclaimed" rubber from the junk pile, which we could get for 10c a pound, it is not made from "Borneo" or "Guayule." It is made from the best grade of Para rubber, fresh from the trees—and as nearly pure as could be put in a bicycle tire to vulcanize properly. This rubber is expensive—but it gives the service to Goodyear Tires that inferior grades could not possibly give.



Study the Construction

Two Extra Layers of Fabric and Special Corrugation

Notice that all the fabric in this tire is the special closely woven Egyptian. A strip one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

You never saw a cover more tough than that of the Pathfinder Non-Skid Extra Heavy. Yet the tire yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping. Unlike ordinary tires, the Pathfinder Non-Skid Extra Heavy can be repaired by either plugs or vulcanization.

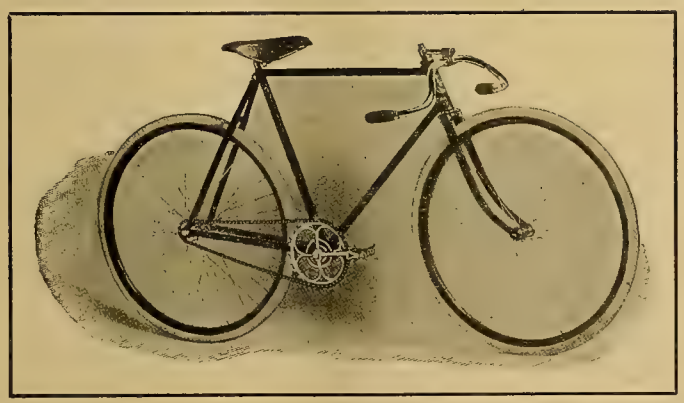
There are Over 600 Successful Goodyear Dealers

Why don't you join the more than 600 dealers—one to a town in all parts of the country—now doing a big business in Goodyear tires, and increase your own sales? If we aren't represented in your town, write us TODAY and see how much more money there is in it for you.

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FISK BICYCLE TIRES

The Best Bicycle Road Tire in the World!

Be sure and ask for

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One of the famous FISK QUALITY products.

Write for literature to Department E.

THE FISK RUBBER CO.
Chicopee Falls, Mass.
Branches in Seventeen Cities.

You need them; we make them

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ALL are necessities; all are ready sellers and in continued demand. All are top-notchers. No stock is complete without them.

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QUOTATIONS ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.



A GRIP THAT MERITS ITS NAME

It will not slip **It will not peel**
It will not crack **It will not wear out**
It will not sweat the hands

But it will give comfort and satisfaction and will add to the appearance of any bicycle.

THE WEARWELL RUBBER GRIP

is made over a single smooth tube, covered with purest Para gum rubber—soft, elastic, resilient—entirely seamless and shaped to fit the hand. The rubber is firmly secured at both ends by broad ferrules of **German Silver.** It is carefully made and will fit the handle bars perfectly.

Packed one dozen in a handsome display box

Retail price 35 Cents per pair

Trade Prices On Application

SEND FOR PRICES FOR STITCHED LEATHER AND LEATHER WOUND GRIPS

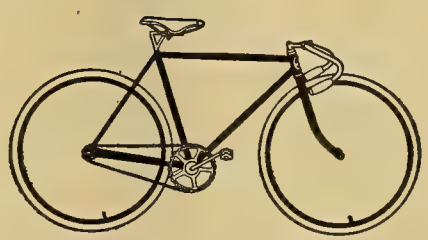
HAVERFORD GRIP CO.
829 Arch Street Philadelphia, Pa.

Columbia

Makes New Record

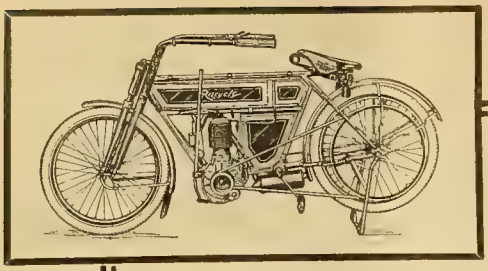
New York to Boston Road Record Beaten by 2 Hours

On June 19, 1910, Alvin Loftes, mounted on a Columbia Racer, established a new road record of 18 hours, 36 minutes between New York and Boston, beating the best previous record by exactly 2 hours.



For any race, whether on the road or track, in which absolute reliability and easy running qualities are important factors, the rider's chances of winning are greatly increased if he uses a Columbia Racer.

THE POPE MANUFACTURING CO.
Hartford, Conn.



Here's Another

Kokomo, Ind., June 1, 1910.

THE MIAMI CYCLE & MFG. CO.
Middletown, Ohio

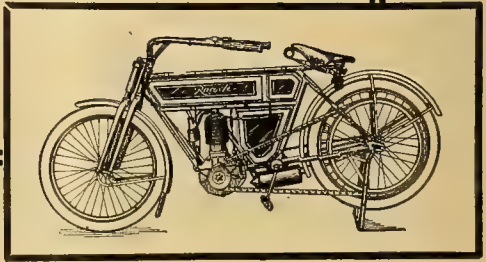
Gentlemen:-During motorcycle racing here on Decoration Day, my new 1910 Single Cylinder Racycle Motorcycle, purchased a few weeks ago, won a single cylinder ten mile race, beating its nearest competitor NEARLY A MILE, and in a 30 mile free for all, at 16 1/2 miles, was 1 1/2 miles ahead of the closest single cylinder, AND WAS AHEAD OF ALL THE DOUBLES with the exception of one stripped racing machine, when a spill put the machine out of the running.

Yours truly,
R. R. BOWEN.

Our best reference is the man who owns one of our machines.

WE WOULD LIKE TO HEAR FROM YOU.

THE MIAMI CYCLE & MFG. COMPANY
Middletown, Ohio
Members M. M. A.



THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. New York, U. S. A., Saturday, June 25, 1910. No. 14

PRICE SCHEME FOR CYCLE MAKERS

Tradesman Suggests Coaster Brakes for all Jobbing Machines—Patent Licenses to Prevent Cutting.

If the manufacturers of jobbing bicycles are in earnest in seeking a remedy for the price-cutting and ruinous competition among themselves, a man in the trade believes that they have but to turn to the coaster brake to find an effective corrective.

For many years the price of jobbing bicycles has been the most disturbing factor, if not the only one, in the industry, but despite numerous efforts which have been made to find a way out of the trouble, no great good has been accomplished. The man who holds the view that the coaster brake can be used as a key to the situation is himself interested in the manufacture of such brakes, and he is keenly acquainted with conditions as they prevail and have prevailed for years. His idea is that if a coaster brake is made a part of every bicycle manufactured, the fact that the brake is a patented article would enable the prices of the complete machines to be rigidly maintained, the scheme being based on the principle, now well established, that patents give the patentee the absolute right to control the price, terms and everything else under which the subject of his patent may be bought, sold or used.

"It has been shown in the Bicycling World and elswhere," said the man with the idea, as he unfolded it, "that manufacturers of patented articles are able to maintain prices successfully when they want to, by means of the power given in the patent. The same principle can be extended to wider application. If, for instance, the makers of jobbing bicycles would get together and agree to equip every one of their machines with a coaster brake, they could then obtain from the owners of the basic coaster brake patents a form of contract and license that would compel each maker to sell his bicycles at a fixed price or be directly liable to the coaster brake patentee for damages and injunction.

"Such an arrangement," he continued, "would be capable of legal enforcement in the courts and would be quite different from a mere 'gentleman's agreement' for maintaining prices. Each cycle maker that took out a license could be sure that the other licensees would no more violate the license terms than himself, because of the damage and injunction penalties, and the license agreement would include a stipulation that all the bicycles manufactured by each maker would be fitted with brakes.

"The cycle makers would acknowledge the validity of the patents when entering the agreement. This would prevent their putting up a fight against the patentees."

New York Dealers to Form Association.

Efforts to bring together the bicycle dealers of Greater New York are again under way, and this time with fair prospect of success. Ten of them attended a meeting for the purpose held Monday last, at which a committee consisting of H. A. Gliesman, chairman, M. J. Goldman and H. A. Phillips were appointed to further the object in view. This committee was given unlimited power and is now enlisting the support of other dealers in order that an association may be formally organized at another meeting, the time and place of which will be set in due course. Those present at last Monday's gathering were: H. A. Gliesman, Tiger Cycle Works Co.; H. A. Phillips, Eastern Bicycle & Tire Co.; P. S. Cresceo, Manhattan Cycle Co.; A. Scaison and M. Brown, Progressive Auto & Supply Co.; M. J. Goldman, A. Horowitz, B. Lober, M. Waters, A. Steinhardt and M. L. Levrant.

AURORA EMULATES THE EARLY BIRD

Makes Public its Models and Prices for 1911—Reasons Given for the Mid-Summer Announcement.

Taking a leaf from the book of the automobile manufacturers, the Aurora Automatic Machinery Co., of Chicago, this week made public the features of the Thor motorcycle for 1911 and the prices that will apply. The latter represent a reduction of $25 from the list in force during the current season.

The Thor line will consist of four models, all 4 horsepower, single cylinders, of the well known Thor IV type, as follows: Model K, geared transmission, battery ignition, $225; model M, geared transmission, magneto ignition, $250; model L, flat belt transmission, battery ignition, $225; model N, flat belt transmission, magneto ignition, $250.

The magneto model represents practically an addition to the Thor line, as heretofore it has not been regularly listed. Incidentally, the magneto which will be used incorporates a device which greatly increases the range of the armature, permitting the motorcycle to be started more readily and to fire at a slower speed than usual, a much desired condition.

The belt driven Thor also is substantially a new model, for although the Aurora company last year produced a machine fitted with a V belt, only a few of them were manufactured, and no effort was made to advance their sale. The 1911 model will be marked by a flat belt and by a radical means of adjusting the belt and obtaining a free engine, which is dealt with in another column.

In explaining their reasons for thus early making known their plans and product for

1911, the Aurora people say that their chief desire is to make the sale of motorcycles more nearly an all year around business, and to stimulate trade at a time when it is dullest.

"Heretofore most of us have lost sight of the fact," they say, "that the best riding season and the best road conditions are from June to December, and although this truth is self-evident and should make for an increase of business during this period, we all know that it does not pan out that way, and that instead of increasing it steadily decreases.

"A portion of this undesirable state of affairs is due to the peculiar ideas entertained by dealers regarding seasons and models. By the end of June they begin to have visions of next year's machines and prices, and become very cautious in making purchases. Riders similarly are affected, and as a result by the end of July business is practically at a standstill. It is our belief, therefore, that our early announcement will serve to mitigate such conditions and to stimulate our trade generally at a time when riding conditions are at their best, and also in the early fall when the agricultural classes are receiving payment for their crops and not only have money to spend but are in a humor to spend it liberally.

Three More Neverleak Suits are Settled.

Two more infringers of the Neverleak patents have been brought to book by the Buffalo Specialty Co. In the United States Circuit Court of the District of Massachusetts, James Hammond, doing business in Mattapoisett, Mass., and John J. Foley, doing business in Salem, Mass., have been adjudged guilty of infringement and not only are enjoined from using self-healing compounds, but have been required to pay the costs and disbursements in their respective cases. One other suit instituted by the Buffalo company has ben amicably settled—the one against Joseph Faziolo, J. F. Fazilo and Dominick Fazzano, doing business in Hartford, Conn., under the name the United Cycle Co. The latter agreed to pay the court costs and to cease handling infringing compounds in any way, shape or manner.

Souvenir Fob is for Dealers Only.

Although the item published in last week's Bicycling World was designed to convey the fact that the New Departure watch fob was being offered only to such dealers as had not already received it, it transpires that it was not generally so understood. As a result the New Departure Mfg. Co. has been flooded with requests from riders for their elaborate souvenir, the services of one stenographer for several days being required to make the necessary explanation. The fob is for trade circulation only and is procurable only by bona fide dealers whose letterheads prove that they are entitled to the souvenir.

SIMPLE TESTS FOR LUBRICANTS

How the Various Qualities of an Oil may be Determined—Detecting Acids and Adulterants.

Rub a little lubricating oil over a polished brass surface and let it stand. If at the end of 24 hours the brass exhibits a greenish color it is a token that there is acid in the oil, and that it will tend to exercise a similar corroding effect on the brass or composition linings of the bearings and possibly on the journals as well. This is a slightly different method of applying the acid test to oils from the one which usually is given, and an easier one to apply. It is recommended by C. Peterson, in connection with a number of other simple oil tests, most of which are of such a nature that the motorcyclist may apply them himself when forced to put a new and unknown brand of oil into his engine.

Changing the engine oil, generally speaking, is about as risky a thing to do as to change the baby's milk—it is apt to bring about the most violent and trying disorders. Consequently, as frequently has been pointed out, the best plan is to stick to the kind of oil which the motorcycle manufacturer prescribes for his own machine; if that be not possible, it is well to make a few simple tests before going on the road with a new oil in the tank.

The most familiar method of testing for the presence of acid, perhaps, is that of saturating a bit of cloth or clean waste with the sample, wrapping it around a piece of brightly polished steel or iron rod and allowing it to remain in a warm place exposed to the sunlight for two or three days. If at the end of that time no rusting or even faint discoloration of the metal appears, it is safe to assume that the oil will not be injurious to the bearings, in respect to corrosive effect, at least.

To test the oil for adulterants, mix a measured quantity with about one-tenth of its bulk of caustic soda which previously has been dissolved in 95 per cent. alcohol. Such a solution can be obtained from any druggist. If, when cool, the oil assumes a jelly-like consistency or becomes solid, it is evident that fatty ingredients have been used in compounding the oil, and that, in consequence, it may not be wise to use it.

In order to detect the presence of foreign matter suspended in, or mixed with, the oil, such as sometimes is brought over during the process of distillation, it is necessary merely to mix thoroughly about 3 ounces of gasolene with 1 ounce of the oil in a test tube, or clear glass bottle. After standing for about ten minutes, if any such matter is present in the oil it will be precipitated; that is to say, the oil will become murky and a sediment will be deposited in the bottom of the glass.

Requiring a little more care, the test for gumming tendency in the oil nevertheless is almost as simple to carry out. Take just enough of the oil to cover the bottom of a shallow dish. Heat it to 250 degrees Fahrenheit and then allow the oil to cool very slowly. When the dish is cold, pour off the oil. There should be no thick residue in the oil and no gummy film clinging to the dish.

Chemists, physicians and others who have access to accurate weighing balances may apply the somewhat more complicated test for foreign matter such as sometimes is employed to increase the viscosity of the oil. For this purpose a small quantity of the oil should be weighed out very carefully into a crucible and ignited. After it has burned the crucible should be placed in the flame of a Bunsen burner and heated until all the carbon is burned out. If any ash remains, it should be weighed and if its weight amount to more than one-tenth of the original weight of the oil, there is no doubt as to the presence of a thickening agent. This is generally aluminum oleate, or "metallic soap."

Laurinburg Welcomes a Motorcycle.

Much virgin territory for motorcycles appears to be waiting in the South, and the interest and enthusiasm which the arrival of a machine can create is well indicated by the experience of a resident of Laurinburg, N. C., who bought his mount from E. W. Watson, a dealer in Augusta, Ga. The customer wrote to Watson about the reception that the machine received, describing the event as follows:

"A motorcycle is something 'hot' in this town. I uncrated mine this morning and rode it down Main street. The town quit business for a while. The customers in the stores all ran out, and the merchants closed their doors. I have had ten thousand questions about the machine. The clerk of the court here says for me to get prices and do a little advertising and I can sell fifty of them. Send me catalogs, and if the people talk business I will fire an order in to you.

"The police department was the first man to corner me. He wanted to know what kind of bicycle it is. Said it made a very peculiar noise when I rode it, and where did all of the noise come from? When I went to the garage for gasolene, they all stopped work on the automobiles to take a look. One fellow said that the stand was the only portable jack he had ever seen."

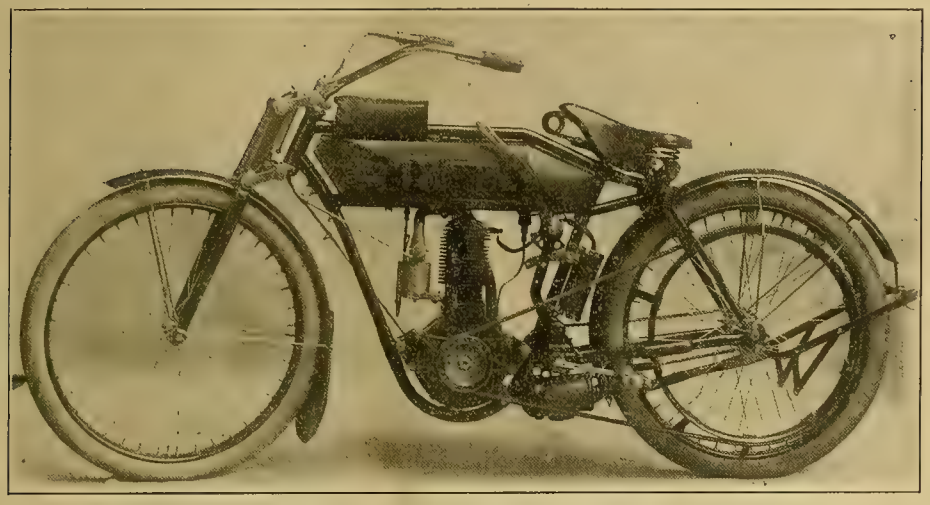
N. S. U. Motorcycles Cross the Border.

The N. S. U. Motor Co. has invoded Canada, which is to say that the Amoss Electric Co., 64 York street, Toronto, has been given the N. S. U. agency for the Dominion. The Toronto concern is carrying a complete stock of N. S. U. motorcycles, and has made a good start in the selling end of the business.

THOR ADOPTS RADICAL FEATURES

Announcement of 1911 Plans Reveals Unique Belt Tension System—New Magneto Model "In the Works."

If the announcement this week by the Aurora Automatic Machinery Co., Aurora, Ill., of its plans and prices for 1911 is not sufficient to cause the trade to sit up and take notice, the belt driven Thor, which will constitute a feature of the new line, incorporates an innovation and departure so radical that it cannot well fail to cause a buzz from one end of the country to the other. This startling development, which



1911 THOR SHOWING RADICAL METHOD OF BELT TENSIONING

is entirely unique and original in motorcycle practice, is nothing less than a hinged frame which permits the wheelbase to be lengthened or shortened at will, thus regulating the tension of the belt simply by the movement of a lever on the left side, which also affords a free-engine effect. As is shown by the accompanying illustration of the new Thor, the Aurora people have committed themselves to a flat belt.

It is apparent that the moving of the frame to and fro acts as a belt tensioner which eliminates the usual idler, which was the object sought in designing the new apparatus. The operating mechanism which works equally well whether the machine is running or at a standstill, consists of a hand lever operating a segment, which in turn actuates a bell crank on the lower part of the seat mast tube. The crank hanger, which usually is made integral with the frame, in this case is separate, and is attached through a special hinge construction to the described bracket and connected to the bell crank. Extending back from the upper part of the seat mast tube are two converging tubes which unite about six inches from the seat mast with the upper end of the rear forks through a similar hinge as is used in the stays.

Therefore, when the hand lever is moved forward, the bell-crank also travels forward and the motion transmitted pushes the forward part of the machine ahead, thus tightening the belt. When the lever is moved backward the frame sections are brought together, and the belt slackened, thus giving a free engine. The mechanism permits a range of 2¾ inches of belt tension variation, which is said to be much greater than is obtained with the ordinary form of idler. The lengthening of the frame also tends to lower it slightly. Factory tests extending through the winter months and embracing all sorts of roads, are said to have demonstrated the efficiency and reliability of the apparatus, and to have proven that leather faced pulleys are unnecessary. The operating lever is held in any desired position by an adjustable friction plate, thus obviating the use of an unsightly ratchet.

There also is "in the works" a magneto model which will be ready later in the season. By means of a specially devised mechanism for shifting the armature within a range of ¾ of an inch, it is claimed, very slow speed will be obtained without sacrificing any of the advantages accompanying the usual amount of circuit breaker advance. A patent is pending on the mechanism.

Those other prominent and widely known Thor ear marks, the pneumatic forks, geared transmission and mechanical oiler are of course retained.

Kerosene Treatment to Improve Carbide.

Coating carbide with gasolene to preserve it from the dampness of the air by no means is a new idea but a novel variation of it is an Englishman's method of employing kerosene, or "paraffin," as it is known in his country, for the same purpose. Whenever he lays in a new stock of carbide, he pours in enough kerosene to fill the can and permits it to remain for a couple of hours. Afterward the oil is drained off and the carbide is ready for use. Incidentally, the oil is set aside for use when the next can of carbide is purchased. The effect of the oil coating is to keep out atmospheric moisture and, in the generator, to render the water slower in taking effect on the carbide. Hence, the gas is generated in a slower, more uniform manner.

Prest-O-Lite Offers a Two-in-One Ruler.

Because many motorcyclists find it difficult to remember that there are 25.4 millimeters in every inch, and consequently because they have trouble in translating metric into English measure, the Prest-O-Lite Co., of Indianapolis, Ind., thoughtfully has brought out a little folding pocket scale of celluloid, which simplifies the matter considerably, and which can be had for the asking by any rider who gives the name of the machine he uses. The scale is in the form of a folding ruler, graduated in inches on one edge and centimeters on the other and slips into the vest pocket.

Peru Lowers Tariff on Bicycles.

Greatly lowering the duties on adults' and children's bicycles, a new tariff goes into effect in Peru on July 1, and affords the opportunity for a largely increased sale of imported machines in that country. On juvenile machines the duty is changed from 15.75 sols each, or $7.67, to a charge of .90 sols, or 44 cents, for each kilo of weight, a kilo being 2.2046 pounds, while a sol has the value of 48.665 cents. On bicycles for men the present tariff charge of 33.75 sols, or $16.43, for each machine is changed to 1.50 sols, or 73 cents, for each machine, under the new law.

Burglars Again Pay Respects to French.

Burglars who during each of the past four years have paid a visit to the store of Howard A. French & Co., Baltimore, Md., last week paid their "respects" for 1910. Previously they had entered through the front door or front window, but on the occasion of their last call they changed their procedure and obtained entry by cutting out a wire glass window and opening the rear door. The thieves, however, evidently were frightened away before they had time to make off with their booty.

Charcoal as a Substitute for Emery.

Valve grinding without either of the usual abrasives, such as emery, glass or corundum powder, would seem to be out of the question. But, according to the testimony of a Georgia motorcyclist, who says he has tried it, it can be accomplished very readily by the use of powdered willow charcoal mixed with kerosene oil. He explains that the charcoal-kerosene mixture makes excellent substitute for emery.

Simple Means for Keeping Spokes Bright.

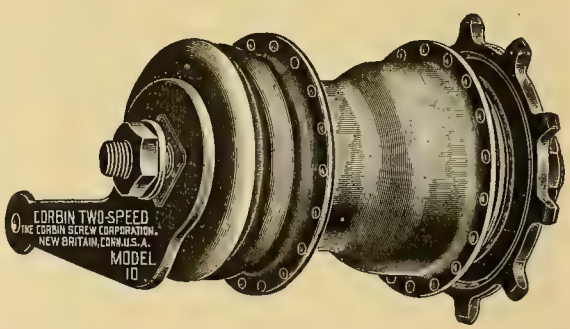
To prevent spokes from rusting a Southern cyclist recommends that they be rubbed briskly with a woolen cloth which previously has been rubbed "slick" with an ordinary paraffin candle. Previously they should be well cleaned and brightened. This simple expedient, says the author of it, will keep the nickeling intact for months.

How Many Bicycle Riders Have Remarked:

"Coaster brakes are all right; I wouldn't want to ride a bicycle that was not equipped with one. But, if someone would give us something that would help us uphill as well as down—say, that would be the 'real thing'!"

The riders who talk in this strain are the ones who are not familiar with the

CORBIN
Two-Speed Coaster Brake



It helps the cyclist up the hill as well as down.

Dealers who are seeking to create new business, will find no better business-builder anywhere.

CORBIN SCREW CORPORATION, New Britain, Conn.

Licensed Coaster Brake Manufacturers.

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NEW YORK, JUNE 25, 1910.

"The Bicycling World gets better with every issue. I read it through without a stop and then long for the next number to come."—G. W. Duncan, St. Louis, Mo.

One Way to Serve Motorcyclists.

Nothing better serves to illustrate the desirability of a system of F. A. M. official repair shops or supply stations than the experience of the motorcyclist who recently arrived in New York from San Francisco. He paid as high as 60 cents per gallon for gasolene and as much as $1.50 for a night's storage of his machine.

Such charges are not short of extortionate, and while it could not render them impossible, a system of official stations would make them avoidable or at any rate extremely unlikely. Why the F. A. M. should have ceased the effort to build up a chain of such establishments is one of several things difficult to understand. A good beginning had been made; dealers generally were favorable to the movement and were willing to name reasonable prices for their wares and for storage, and even to allow discounts to F. A. M. members; many such official stations had been designated and certificates issued to their owners and with the rapid increase of dealers in motorcycles that has marked the last two years, the quick spread of the work must have proven easy and effective. Yet during two succeeding administrations of the F. A. M., the committee provided by the constitution to perform the duty has, strange to say, remained unappointed and for what reason is not readily apparent. The movement was brought to an abrupt halt.

Certainly the work is one which strikingly would illustrate the advantages of the national organization and in a fashion that would serve to answer that hoary old question, "What do I get for my dollar?" Failure to further the movement represents a splendid opportunity gone to waste.

Bogus Amateurism and its Effects.

With a circuit of five bicycle tracks now operating regularly in the East, the opportunity for the National Cycling Association to strike a telling blow in the interests of amateurism was never more inviting or never promised more widespread good results. It is a great pity that the opportunity so long has been permitted to pass unheeded.

As all those at all familiar with cycle racing are well aware, N. C. A. amateurism is very much "run down at the heel." It steadily has been growing worse, and now is almost a reproach. Even the riders themselves appear to view it as a joke. They seem to be aware that the worst they need fear is being turned into the professional fold after the end of a season or two or three of pecuniarily profitable amateurism, so called. For the past two years it is notorious that the N. C. A. amateur championship was won by men who were receiving cash and who were professionals in everything save name. Almost immediately after winning the title the offenders were professionalized. The same state of affairs and the same prospect obtains this year, when, if anything, amateurism, which ought to be and could be made to stand for so much, has sunk to a lower and almost degraded if not degrading level.

No genuine amateur, or even half-genuine one, has even a ghost of a show. Instead of the two new tracks and the three old ones, which constitute the circuit, being made a recruiting ground and a means of renewing and rehabilitating the sport, they are merely the stamping grounds for a lot of chronic shamateus, few if any of whom have visible means of support and who yet are able to "follow the circuit" in exactly the same way as the avowed professionals. Some of these so-called amateurs came from the other edge of the continent in order to compete, so alluring or so promising was the "picking," and it is one of this number who now is in a fair way to beome what formally is termed "amateur champion," and which under present conditions almost is a badge of dishonor.

Man is not his brother's keeper, but the N. C. A. elected itself or was constituted the keeper of the bicycle racing men of America, and it does seem that somewhere conscience should prick it sufficiently to cause it to do something to purify the atmosphere and to prevent young men subject to its direction from following a circuit of idling, crap-shooting, train-beating, and semi-polite beggary, "touchery" and "high-binding" in general.

The N. C. A. would perform a service to itself, the sport and to society by taking the action that would force not a few of its so-called amateurs to go to work for a living and thus pave their way to useful citizenship. The only reason they profess amateurism is because it "pays better" than professionalism. In the latter class their chance of earning the dollar, and honestly, is greatly diminished. Placed in the professional class, some of them, at least, would have to renounce racing and go to work for a living, which is exactly what they ought to do and what they would do if the N. C. A. performed its duty. But so long as it closes its eyes and declines to ask questions or conduct an investigation of any sort, so long will "amateurs" without visible means of support be able to follow circuits and take cash and make cycling amateurism a by-word for all that is malodorous and thus prevent the infusion of new blood which would uplift it.

They staged "The Vanderbilt Cup." Now if a playwright with a sense of humor put "The Taral Trophy" on the boards a skit should result that might "bring down the house." The story of the trophy contains all the ingredients of a side-splitting comedy—a sporting burlesque, as it were. In a long experience with sports, we can recall nothing more delightfully amusing.

"Enclosed find $2 for the renewal of our subscription for the Bicycling World. We need it in our business."—Diettrich Bros., Walla Walla, Wash.

DAVIS CROSSES THE CONTINENT

Californian Completes Trying Journey via Southern Route—Likes New York so Well, he May Locate Here.

Volney E. Davis, of San Francisco, Cal., on a 5 horsepower Indian motorcycle, rolled into New York on Sunday last, 19th inst., the fifth man to complete the long trip between the Golden Gate to Hell Gate, and over a longer route than any of his predecessors. Davis, accompanied by a companion, J. Soranson, also on an Indian twin, left San Francisco on February 5th, and followed the southerly route down the coast to Los Angeles, thence across Arizona and New Mexico to Dallas. Here the two riders parted, Sorenson striking out alone for New Orleans and Davis heading for Chicago by way of Oklahoma, Kansas and Missouri. From the Windy City Davis followed the main trunk line along the lake shore to Buffalo, and thence through Syracuse to Albany and down the Hudson. He used up 4 cyclometers on the trip and therefore is unable to accurately estimate his mileage, but it approximates over 6,000 miles.

Davis is vice-president of the San Francisco Motorcycle Club, of which Sorenson also is a member, and took the trip on the spur of the moment at the latter's suggestion. About the first of February last Sorenson, who had set his mind on going to New Orleans to take up truck farming, expressed uncertainty as to how he should take his machine along, whereupon Davis suggested that he ride it. Instantly taking up the suggestion, Sorenson agreed to do so if Davis would accompany him, to which the latter assented, and after a few days spent in preparation they started, armed with credentials from the club. It purely was a personal undertaking, the riders paying their own expenses and attempted to establish no records.

When he reached New Orleans, Sorenson decided that the truck farming proposition did not look as good as he expected, so he sold his machine and took a train for Chicago. At last reports he was in Detroit and says he has had enough of transcontinental riding to last him for a lifetime. Needless to say, the experiences of the riders were varied and interesting. In the southwest, gasolene was sold on a sliding scale, ranging from 20 cents per gallon at Redlands, Cal., to 60 cents at Yuma, Ariz.; from here it dropped to 15 cents at El Paso, Tex., and this figure was about the average for the remainder of the trip. The riders were tipped off at a small railroad "town" in Arizona that if they would say they were in the employ of the railroad they would get "railroad rates" at the "hotels," which were considerably lower than the regular prices. They followed this advice wherever practicable and thereby saved quite a few dimes.

At Yuma, Ariz., they experienced the greatest overcharge of any place on the trip, but did not permit themselves to be "bled" to the extent that was intended. Stopping at a general repair shop kept by one Baumgartner, he welcomed them officiously, and proffered them the courtesies of the shop. They had a few repairs made, which came sky high; gasolene was 60 cents a gallon, and when they were leaving they were presented with a bill of $1 each for storage of the machines while undergoing repairs. Highly indignant, they refused to pay, and told the son of Israel to take legal means to collect if he desired. After a wordy argument they compromised for 50 cents and solemnly promised to avoid that particular place forevermore and to spread its fame, broadcast, which promise they have not failed to keep whenever opportunity offered.

Sorenson took to the train several times before reaching Dallas, but Davis stuck to the saddle all the way. As a rule he headed for Indian agencies, where he was accorded very courteus treatment, and in many cases found his money "worthless." He broke three forks, due chiefly to the pounding of the ties, but experienced no other trouble except shortcircuiting of the magneto in fording western streams. Strange to say, rain caused no magneto trouble. Davis used Morgan & Wright tires and finished on the original set. However, he temporarily changed the rear one at Kansas City, and the front one at Chicago, and sent then to be retreaded. He put them on again at Buffalo.

The worst roads, in Davis's opinion, were the Missouri clay paths, which were soaked with the rain of several weeks. The black mud near Dallas was practically as bad, while the bumping on the railroad ties was of course more racking than any roads. On an average Davis found the best roads east of Chicago. He was handicapped by the unusual rains, which kept just ahead of him all the way across, and delayed him for days at a time. From Chicago the trip was very trying, as Davis suffered intense pains around the eyes due to his optical nerves being temporarily strained, through his neglect to wear goggles. He at present is undergoing treatment and is recovering slowly. One of Davis's funniest experiences was near Abilene, Tex., where he stopped at a farmhouse for water. Many of the Texas farmers never have seen a motorcycle, and on this occasion two youngsters about 5 years old ran out and viewed the machine with open-mouthed wonder. Perceiving them, their mother called out: "Cyrus, Cyrus, come in here at once, or that thing will jump right astraddle of you."

While originally Davis intended to make the round trip, he now indicates that he probably will locate permanently in New York.

COMING EVENTS

July 2, Rochester, N. Y.—Rochester Motorcycle Club's racemeet at Crittenden Park track; open.

July 2, 3 and 4, New York City, N. Y.—Harlem Motorcycle Club's 266-miles run to Atlantic City and return; open.

July 2, Salt Lake City, Utah—Opening motorcycle race meet at Wandamere Motordrome.

July 3, Jersey City, N. J.—National Road Club's run to Seaside, Rockaway, N. Y.; open.

July 3-4, New York City—Bohemian Bicycle Club "Praha's" 100 miles pleasure trip to and outing at Bohemia, L. I.; open.

July 4, Salt Lake City, Utah—Motorcycle race meet at Wandamere Motordrome; open.

July 4, Wichita, Kan.—Motorcycle race meet; open.

July 4, Baltimore, Md.—Bicycle race meet at Yockle's park; open.

July 4, Libertyville, Ind.—Motorcycle race meet; open.

July 4, Urbana, Ohio—Urbana Motorcycle Club's race meet; open.

July 4, Scotch Plains, N. J.—Scotch Plains Bicycle Club's race meet; open.

July 4, Youngstown, Ohio.—Mahoning Motorcycle Club's race meet; open.

July 4, Grand Rapids, Mich.—Western Michigan Cycle Club's 15 miles handicap road race; open.

July 4, North Wildwood, N. J.—North Wildwood Automobile Club's motorcycle race meet on speedway; open.

July 4, Beaumont, Tex.—Jefferson County Motorcycle Club's race meet; open.

July 4, LaSalle, Ill.—Illinois Valley Motorcycle Club's race meet; open.

July 4, Lon Angeles, Cal.—Overland Wheelmen's bicycle road race to Hollywood and return; open.

July 4, Grand Rapids, Mich.—Western Michigan Cycle Club's road race; open.

July 4, La Salle, Ill.—Illinois Valley Motorcycle Club's racemeet at Driving Park track; open.

July 23-August 1, New York City—Century Road Club of America's first annual voyage and tour of the Bermuda Islands.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

August 8-13, Philadelphia, Pa.—Federation of American Motorcyclists' annual endurance run and meet.

August 11-15, Philadelphia, Pa.—Annual meet Federation of American Motorcyclists.

September 11, Valley Stream, N. Y.—Century Road Club Association's annual 100 miles record run; open.

THE WAY TO WIPE OUT A "FELONY"

F. A. M. Chairman Shows how an Inscription Will do it—It Even Restores a "Null and Void" Contest.

If anyone knows anyone else who has committed a "felony" and desires to rid him of the awful stain and help him escape the penalty of the crime, he should apply to the chairman of the Federation of American Motorcyclists. The chairman has a judicial mind—he himself has said so many times—and that helps a lot. It was he who discovered that the New York motorcycle Club had committed a "felony" when, like nearly every other organization that ever has held a contest, it destroyed the score sheets of its contest for the Taral trophy, after the awards had been officially decided and made a part of the club's minutes.

Other clubs had destroyed the sheets without making any commotion, but the New York club made a fuss over it and voted to destroy them. The chairman unasked and without making any appeal to the F. A. M., presumed on his membership in the club, and in his offcial capacity informed the club what no one on earth ever knew before, i. e., that score sheets are the property of the F. A. M., and that their destruction constitutes a "felony." It was such a horrible crime that never, never would he recognize that the contest had been run; he declared it was "null and void,' and must be re-run, etc., ad lib., ad nas. He made some of the club members believe he thought he knew what he was talking about. To "save his face" and justify his position, he prepared an apology for the club to adopt, and had one of his friends introduce it and after an uproar, the club groveled in the dust by apologizing to the F. A. M. for an act that was entirely within its rights and that was in nowise an affront to the F. A. M. When some men in the club awakened to the fact and questioned the procedure and thereby endangered the chairman's position, the meeting was broken up by a quick motion to adjourn, after the president of the club—who is also the unofficial "deputy chairman" of the F. A. M. competition committee—had deserted the chair in order to help his good friend.

The Bicycling World faithfully has recorded the successive acts in the little comedy, on which the curtain again arose at the meeting of the New York Motorcycle Club on Wednesday night last. The chairman of the F. A. M. committee and the "deputy chairman" both were present. The latter privately had been told that it was "up to him to get busy" and do something to stop the turmoil in the club, and on Wednesday he announced that the famous "felony" was not a "felony," after all; that the contest for the Taral prize was not "null and void," and that it would not have to be re-run to be legalized. Of course, the "deputy" did not state the case in exactly this way; he regards the chairman too highly, for they have been and can be mightily useful to each other. What he did say, in substance, was that he had called on the chairman with the judicial mind and that after the latter had listened to the sad, sad story which he told, the judicial brow had knitted and gravely decided that inasmuch as the club had made "reparation" to the F. A. M., he of the judicial mind would take the medals for the Taral trophy contest, and after having inscribed upon them the magic words, "Awarded by the F. A. M.," he graciously would distribute them to the respective winners. The F. A. M. chairman arose at this point and once more artfully "stood from under" by shifting the responsibility from himself to the president of the F. A. M. by stating that he would do as his "deputy" had reported, but not until he had received permission to do so from the president of the national organization. Such permission, he added, would place the approval of the F. A. M. on the contest and the inscription in question would be in the nature of lending honor to the previously null-and-void and more or less "felonious" affair.

Hotelkeeper Taral, who thought he was giving the gold medal, and who certainly paid for it, is said to be wondering just where the inscription will leave him in the matter.

Former Champion Killed by Airship's Fall.

Although motorpaced racing is a dangerous vocation, aviation, in its brief career, proportionately has claimed more victims. The latest unfortunate was Thaddeus Robl, the German crack, who twice won the world's professional motorpaced championship. Robl met his death while making a flight at Stettin, Germany, Saturday last, 18th inst., when he fell to the ground from a height of 250 feet. Robl began riding as a sprinter 15 years ago, but after a few years turned his attention to pacefollowing. At this he was eminently successful, and won the championship of the world in 1901 and 1902, both of which meetings were held in Berlin. The following year, at Copenhagen he finished second to Piet Dickentmann, the Hollander. Robl, who held many records, was 33 years of age.

Strieff to Attack Cross-Continent Record.

William Streiff, of San Francisco, Cal., is grooming himself for an attack on the transcontinental record of 31 days 12 hours and 15 minutes, made by L. J. Mueller, of Cleveland, O., on an Indian in August and September, 1906. Streiff will ride an N. S. U., and expects to leave the Golden Gate early in July. He will follow the northern route, touching at Reno, Nev.; Ogden, Utah; Cheyenne, Wyo.; Omaha, Neb.; Chicago, Ill.; Cleveland, O.; Buffalo and Albany, N. Y.

GOERKE STARS AT GUTTENBERG

Brooklynite Makes Clean-up—Good Fields and Spirited Sport Mark Postponed Sunday Meet at Old Track.

After drawing rain dates from the weather man's grab bag twice in succession this month, the Manhattan Racing Association finally was rewarded for its perseverance and fished out a lucky ticket entitling it to real box office weather for its third meet at the Guttenberg (N. J.) track, which occurred Sunday last, 19th inst. The brand of June sunshine and the excellent program arranged, served to attract about 2,500 people, exclusive of the deadheads perched on the outer fences. In consequence of the grooming and oiling which it had received, the mile track was in better shape than ever before, particularly in the stretches, although there still is plenty of room for improvement on the turns.

With factory trade rider delegations present in larger numbers than usual, the classes were well filled and the racing was of the order which made the spectators' blood tingle and move them to give vent to their enthusiasm; in fact it was the best meet ever held on the track. Walter Goerke was the star of the day, winning four of the eight races, including the stellar event, the 50 miles free-for-all. All of his victories on Sunday were won in clean cut fashion and he was a warm favorite with the crowd.

Keyed up by the exciting finishes in the preliminaries the crowd was in a prime mood when the feature event, the 50 miles, was called. Eleven riders came to the line, Chapple on a Merkel having the pole. What seemed like a prearranged plan came to light immediately after the gun spoke, when the Merkel team set a terrific clip in an attempt to run away from the field, but Goerke stuck close to the intending runaways, with the rest of the bunch well strung out. Before the first mile was run it was apparent that the winner would evolve from the leading trio. Crossing the wire for the first time the order was Chapple, Tuebner and Goerke, but in the next lap Goerke and Tuebner exchanged positions. The elimination of Tuebner in the fourth lap with a broken valve marked the passing of a dangerous factor, and interest centered in the struggle between the two leaders, Chapple and Goerke. The five miles were covered in 5:08, Chapple leading Goerke by an eighth of a mile, and Gustafson, Indian, occupying third place. By this time the field was well thinned out, the stragglers continually passing each other and having a little race of their own.

That Goerke was toying with Chapple, despite the fact that the latter rode a 7 horsepower machine and the former a 5, soon became apparent, Goerke allowing

Chapple to gain a quarter of a mile and then cutting it down to a few yards at will. Superior headwork largely was responsible. Chapple led for 32 miles, when he stopped for oil, and Goerke then took the lead and never relinquished it. Gustafson also moved into second place. When Chapple got going again he had lost over a lap to Goerke and was in third place. Goerke easily maintained his lead, but at 45 miles Chapple had displaced Gustafson at second, only to lose it in the 48th by another stop on account of lubrication trouble. Long ere this the winner was apparent, barring accident, and Goerke finished over half a mile in the lead. Gustafson beat Chapple for second by half a mile. The time was very fast, 50:12⅗, the winner making a non-stop run.

The five miles match between Goerke and Chapple promised to be one of the best races of the day, but was spoiled by Chapple falling on the upper turn in the first mile, the race being awarded to Goerke, who rode the mile in 56 seconds, establishing a record for the track. He rounded out the day by capturing both the handicaps at 5 and 10 miles. Smiling Fred Voelker introduced a chain driven N. S. U. to the crowd, and with Joe Buckingham, Indian, as his mate, won the 6 miles inter-club team handicap by half a mile. The time was 6:46⅘. Fred Mercier, Indian, took the novice race decisively in 6:23⅗, and the card closed with a consolation, which was won by W. F. Stubner, N. S. U. Time, 6:27⅗. The only private owners' event, 10 miles for twins, was won by J. J. Rodgers, R. S. Time, 11:41⅗.

The summaries:

Five miles novice—Won by F. Mercier, Indian; second, Joe Buckingham, Harley-Davidson. Time, 6:23⅗.

Ten miles handicap—Won by Walter Goerke, Indian (scratch); second, W. F. Teubner, Merkel (scratch); third, A. G. Chapple, Merkel (scratch). Time, 9:56.

Six miles inter-club handicap team relay—Won by Fred Voelker, N. S. U., and Joseph Buckingham, Indian (N. Y. M. C.); second, Carl Bush, Merkel, and J. McDougal, Indian (N. J. M. C.); third, W. L. Coursen, Indian, and F. Hart, R. S. (Harlem M. C.). Time, 6:46⅘.

Five miles match between Goerke, Indian, and Chapple, Merkel—Race called in first mile and awarded to Goerke; Chapple fell. Time, 0:56 (track record).

Five miles handicap—Won by Walter Goerke, Indian; second, Frank Seery, Indian; third, G. Kirchof, N. S. U. Time, 5:03⅘.

Ten miles handicap, private owners—Won by J. J. Rodgers, R. S.; second, Frank Seery, Indian; third, A. James, Indian. Time, 11:41⅗.

Fifty miles free-for-all—Won by Walter Goerke, Indian; second, Charles Gustafson, Indian; third, A. G. Chapple, Merkel. Time, 0:50:12⅗.

Five miles consolation—Won by W. F. Stubner, N. S. U. Time, 6:27⅗.

BREAKS NEW YORK-BOSTON RECORD

Loftes Makes the Distance on a Bicycle in Less than 19 Hours—Several Minor Mishaps en Route.

Breaking the New York-Boston bicycle record seems to have become a yearly habit with certain members of the Century Road Club of America. On Sunday last, 19th inst., Alvin C. Loftes, of Providence, R. I., a member of the organization, succeeded in riding between the respective city halls of New York and Boston in 18 hours 36 minutes. The former record of 20 hours 36 minutes was made by Joseph Noe, of Jersey City, June 13, 1909, which time replaced the record of 23 hours 32 minutes made by Fred I. Perreault, of Malden, Mass., June 13, 1908.

Loftes, who is a member of the Century Road Club of America, left New York's city hall at one minute past midnight, accompanied by Henry Johnson and Charles Lewis, of Providence, and several local members of the organization. Plenty of mud was encountered between New York City and Bridgeport, Conn., and Loftes and his companions suffered several falls, not any of which produced bad results. Near Stamford, Conn., Johnson was eliminated by a puncture.

Near Bridgeport the roads improved and Loftes rode so fast that he soon dropped Lewis and rode from Bridgeport to New Haven alone, stopping to check, however, as required by the rules. At New Haven he was met by Ernest Sanders, of Hartford, who remained with him as far as Springfield, Mass. Hartford was reached at 8:45 a. m. and Springfield at 10:45 a. m. Loftes was then one-half hour ahead of his schedule.

At Springfield the record-breaker was met by Fred I. Perreault, a former record-holder, who paced him to Worcester. The Providence rider had received a puncture between Meriden and Hartford and the inserted brass plug began to leak between Springfield and Worcester. This caused him to dismount several times and have recourse to the pump, but he managed to get into Worcester several minutes ahead of schedule. Several Providence riders had ridden over to see Loftes pass through, and he was able to borrow a rear wheel from one of them. He had not gone a quarter mile, however, before his front tire blew out, necessitating another delay and change of wheels. While the transfer was being effected Loftes improved his time by having a massage, which put him in prime condition for the final stretch. H. Maddox paced him into Boston, but Loftes felt so fresh that he outsprinted his companion just before two Boston members of the club arrived on a tandem to guide him to the Hub's city hall. Loftes arrived at 6:38 p. m., having required 18 hours for the 150 miles journey, he broke the former record by exactly 2 hours. Loftes, who is 19 years of age, rode a Columbia bicycle.

Perry Wins Handicap at Valley Stream.

With more than 100 entries and 92 actual starters, the 50 miles handicap road race of the Century Road Club of America, held at Valley Stream, Long Island, Sunday morning last, 19th inst., was one of the striking successes of the season. H. Perry, a member of the promoting organization, who had a handicap of 30 minutes, won an excellent race and finished a half length in front of Thomas Murphy, of the Empire City Wheelmen, who had started five minutes ahead of Perry. W. Hauck, of Passaic, N. J., with 25 minutes allowance, finished third.

Pasquale Damiano, of the Empire City Wheelmen, was the only scratch man to figure in the prizes, and he managed to win the time prize, covering the distance in 2 hours 30 minutes 14 seconds, or 9 seconds behind the record. Joe Noe and Joe Kopsky had a pretty sprint for second time prize, the former winning by a half length.

There were several spills, the most serious of which occurred to Alfred Seeley, one of the C. R. C. of A. cracks. Seeley fell and injured his knee so badly that he has been confined to the bed since. Although he has but one arm, Otto Killat, who came all the way from Syracuse, N. Y., to compete, rode a plucky race and finished 15th. Damiano, the time prize winner, rode a Columbia bicycle. The summary:

Pos.	Name.	Hdcp. M.	Finish H.M.S.
1	H. Perry	30	2:42:20
2	T. Murphy	30	2:47:20⅕
3	W. Hauck	25	2:38:04
4	S. F. Winnis	20	2:36:00⅕
5	J. Noe	15	2:31:00⅖
6	J. Kopky	15	2:31:00⅗
7	R. Jones	15	2:32:33
8	H. Shetzen	40	2:57:34
9	T. La Rossa	15	2:33:53
10	H. Blanda	20	2:42:58
11	L. Massucci	50	3:14:43
12	L. A. Fraysse	50	3:14:48

Time Prizes.

1	P. Damiano	Scratch	2:30:14
2	J. Noe	15	2:31:00⅖
3	J. Kopsky	15	2:31:00⅗
4	R. Jones	15	2:32:33
5	T. L. Rossa	15	2:33:53

Adams and Haberle Reach Adrian.

George Adams and Sherman C. Haberle, two members of the Plainfield (N. J.) Cycle Club, who left that city some time ago for a leisurely tour across the continent via the southern route, reached Adrian, Mich., last week, going there from Toledo, Ohio. They will proceed to Chicago and work for a few weeks and then will ride south to El Paso, Texas, working long enough at their respective trades to save funds to carry them to California. Adams is a carpenter and Haberle earns his money as an electrician.

RACE PROMISED ON BERMUDA TOUR

Residents Eager for Contest—More Concessions are Obtained—Tourists to Have "Time of their Lives."

From the present indications there will be a bicycle race in addition to the other athletic features that have been arranged for the Century Road Club of America's first annual Bermuda cycle tour from July 23rd to August 1st. The race doubtless will be made a 10 miles handicap, open to Bermuda riders as well as the tourists.

That the race practically is assured was made apparent this week, when Gerard Masters, of Hamilton, arrived in New York City. Masters stated that the tour is attracting a great deal of attention in Hamilton and other parts of Bermuda, particularly in the sports end of the program and that the local people are making preparations to give the tourists the time of their lives.

He added that the idea of a bicycle race appeals immensely to the Bermudians as they have not witnessed a contest of the sort in several years, and so sure are they that the Governor will grant a special permit allowing the roads to be used for the race that about 40 local riders have begun to train in anticipation. Interest locally is being worked up by Henri Freisenbruch, the leading bicycle dealer in Hamilton.

One change has been made in the plans. Instead of Wednesday, July 27th, being set aside as "Sports Carnival Day," all the athletic events will take place the following day, and that day will be observed as a holiday by all business houses in Hamilton. The St. George's tour, which has been planned for Thursday, therefore will take place on Wednesday.

Those persons who will take their bicycles with them will no doubt be pleased to learn that it will not be necessary to crate the machines, as usually must be done when carried on ocean steamships. The Royal Mail Steam Packet Company has reserved a dry storeroom on the "Trent" especially for this purpose, and the bicycles may be ridden to the dock on the morning of departure or sent to the steamer the night before.

Secretary Fred E. Mommer stated this week that those persons who have delayed booking reservations may find themselves disappointed if they wait much longer. The rooms are filling fast and from present indications another week will find all the available staterooms taken.

The tourists will be distributed among the various leading hotels in Bermuda, while a number of those who ride bicycles will be quartered at the Frascatti, which is less than 10 minutes ride from Hamilton. The proprietor of the hotel—AlonzoPenis-ton—was in New York City this week and stated that he will give the riders coming to his house especial accommodations, among the concessions being free use of the bath houses and bath suits. The other hotels are also offering especial accommodations, while the clubs in Hamilton are planning to entertain the visitors lavishly. On Thursday night following the athletic carnival, the Dingly Club will entertain the participating tourists-athletes and Masters promises that the visitors will remember the occasion.



GROUP OF HARTFORD (CONN) WHEELWOMEN FACING THE CAMERA

Where Wheelwomen are Numerous.

Even to the casual observer it is apparent that women again are espousing the bicycle in great numbers, as women cyclists are seen more often than for a number of years. The increase in the sale and use of women's bicycles is by no means confined to any one section of the country, but is very general. Hartford, Conn., claims its share of women riders, a group of whom are shown in the accompanying illustration. Some of them are young business women, who use their machines for going to and from the offices where they are employed, supplemental to the recreation use that is made of the bicycles in their leisure hours.

McKenzie on a Motorcycle Tour.

William McKenzie, a former amateur bicycle crack, who now operates a chain of moving picture and vaudeville houses in Greater New York City, and who last winter made home trainer races a feature at his play houses, left on Wednesday, 22nd inst., for a three months' motorcycle trip. McKenzie will first proceed to Rochester, N. Y.; Cleveland, Ohio; Bethany, Mo., where he will visit some relatives, and from there he will leisurely tour through the southwestern states, thence north through California, returning to New York via Canada.

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ANNOUNCEMENT

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TO THE TRADE

Here is your chance to make money and get more firmly established in the motorcycle business—the opportunity to liven up your summer and fall sales with the 1911 Thor models and prices.

DO IT NOW

Write for our confidential line of talk about our full 1911 line, prices and delivery. We are now working day and night producing our 1911 models. Get busy! Get in the swim! You will be kept busy day and night supplying the demands of your customers, for we will give purchasers more value for the money than they ever had the chance to obtain.

The Thor IV has more than made good. Every man who rides one says it is "the greatest ever." The Thor Mechanical Oiler works every minute that the motor works and oils to perfection—show us another that will do this. The Transmission and the Compensating Sprocket has them all "on the run." You ride on air with the Thor Pneumatic Forks.

Mr. Dealer—here is the chance of your lifetime. Do not hesitate, get in early. Remember, you can start now on 1911 business and we can make deliveries NOW at the 1911 prices. When you write be to the point. Talk business for they are breaking in our doors now with their orders, that is, the wise ones are doing so; so don't hesitate and then wish you had done it yourself. NOW is the time to act.

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THOR BUILDING CHICAGO, ILL.

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BIRMINGHAM RENEWS ACTIVITY

Good Going at Season's Opening Meet—Stubbs Wins Twice, but there are Honors for Others.

Success attended the first race meet of the Birmingham (Ala.) Motorcycle Club, held at the mile fair grounds track near that city on Wednesday, 16th inst., and fast times were the rule. Robert Stubbs, the professional, was the star, winning two of the open events. Stubbs also tried to lower his record of 59 seconds for the local track, but he fell one-fifth second short of the mark.

The feature event of the afternoon was a 25 miles handicap, which Gayle Joyce, Indian, won in the fast time of 25 minutes 13 seconds. A. Disner, also riding an Indian, finished second. Disner finished second to Stubbs in the race for stock machines not exceeding 50 cubic inches, while Joyce was Stubbs' runner up in the five miles free-for-all.

E. W. House showed that it is just as easy to ride slow as fast with his Excelsior machine. In the quarter mile slow race House required 6 minutes 21⅘ seconds to reach the line, while he was the runner up to R. E. Walthour, both in the 5 miles race for stock singles and the 5 miles for belt drive machines. In the latter event Walthour, who also was Excelsior mounted, covered the distance in 6:18.

The meet was well attended and will be followed by several others during the summer. A share of the proceeds were donated to the Alabama Boys' Industrial School, the band of which institution furnished the music. The summaries:

Five miles, stock singles—Won by R. E. Walthour, Excelsior; second, E. W. House, Excelsior. Time, 7:27⅕.

Five miles stock machines, 50 cubic inches—Won by Robert Stubbs, Indian; second, A. Disner, Indian; third, A. E. McCain, Indian. Time, 5:30.

Five miles free-for-all—Won by Robert Stubbs, Indian; second, Gayle Joyce, Indian. Time, 5:00⅗.

One-fourth mile slow race—Won by E. W. House, Excelsior; second, R. E. Smith, Harley-Davidson. Time, 6:21⅘.

Five miles, belt machines—Won by R. E. Walthour, Excelsior; second, E. W. House, Excelsior. Time, 6:18.

One mile against time—By Robert Stubbs, Indian. Time, 0:59⅕.

Twenty-five miles handicap, free-for-all—Won by Gayle Joyce, Indian; second, A. Disner, Indian. Time, 25:13.

Huyck the "Whole Show" at Louisville.

Fred Huyck easily was the entire show so far as speed was concerned at the motorcycle meet held in conection with the aviation meet at Churchill Downs, near Louisville, Ky., on Saturday and Sunday last, June 18th and 19th. The recently organized Louisville Motorcycle Club handled the motorcycle part of the program. The mile track was in excellent condition and fast times resulted. Huyck started the ball rolling by winning the three miles free-for-all from a standing start on Saturday in 3:31⅕, following this up with a 5 miles exhibition against time, which he made in 4:47. In the three miles race Huyck made a slow start, but he soon overhauled the field and from then until the finish the result was never in doubt. The real race was between F. B. Marshall and S. Klein, as the latter was not able to pass Marshall until within a few feet of the tape. P. J. Kuhn, Joe Schurer and C. C. Shrader finished in the order named. On Sunday Huyck again rode a 5 miles exhibition, but in slower time than on Saturday, the watches registering 4:48. In a competition race Huyck agreed to ride 11 miles while the other riders were making 10 miles, but this handicap did not keep the Chicagoan from winning. He covered the 10 miles in 9:33 and finished 11 miles in 10:29⅕.

Brazee Wins in Spectacular Style.

With one pedal broken off and with the dust flying in clouds, Harry Brazee rode for three miles with one foot unsupported and won the 5 miles free-for-all at the Tuilleres track, Denver, Col., Sunday last, 19th inst. The event was the most spectacular motorcycle race ever witnessed in Denver. Brazee covered the distance in 5:02⅖.

Brazee set the pace from the very start and had a few yards lead on Armstrong in the second mile, when the pedal broke. For a few moments Brazee appeared to be in danger of plunging through the outer fence, but he managed to steady his machine and brought it down on the pole again. The second mile was covered in 57 seconds. Glen Boyd won the other two professional races. The summaries:

Five miles stock twins, professional—Won by Boyd; second, Warren. Time, 5:28.

Three miles stock singles, amateur—Won by Cassady; second, Bowen. Time, 4:24⅖.

Five miles stock singles, professional—Won by Boyd; second, Wolters. Time, 5:27⅘.

Five miles free-for-all, amateur—Won by Clayton; second, Walters. Time, 5:41⅕.

Five miles free-for-all, professional—Won by Brazee; second, Armstrong; third, Boyd. Time, 5:02⅖.

Harrisburg Cyclists Complete Organization.

The Harrisburg (Pa.) Cycling Club has completed organization by the election of these officers: President, S. C. Boob; vice-president, Lawson Zimmerman; secretary, Curry Smith; treasurer, Charles Low; captain, Curry Smith; first lieutenant, M. E. Backenstoss. The first long run will be held tomorrow, 26th inst., over 75 miles of picturesque roads.

UPHILL HANDICAP IN BALTIMORE

Remarkable to Relate, it Proves a Genuine Success—Thomas and Blakeney Tie for First Place.

That a handicap motorcycle hill climb can be made a successful event was proved at Baltimore on Saturday afternoon last, 18th inst., when the Automobile Club of Maryland held its second annual hill climb on the Mount Washington course. Howard A. French did the handicapping for the motorcycle event, and so closely did he judge the machines and their riders that only 7 seconds separated the first and tenth finishers.

Chic Thomas, the well known local crack, made the fastest actual flight of the day, covering the course in exactly 39 seconds, which was only 3 seconds slower than was made by a specially-built racing automobile, and many seconds faster than was made by any of the high powered stock automobiles. Thomas doubtless would have bettered this time save that he was compelled to shut off to avoid a stranded car.

Thomas, who rode a 7 horsepower Indian, was placed on scratch, as was Matthew Gault, similarly mounted. Gault also rode fast, his time being only one second slower than Thomas's. One of the surprising performances was recorded by John Blakeney, astride a 5 horsepower Indian, all of which machines had been allowed 4 seconds handicap. Blakeney actually finished in 43 seconds, but his allowance tied him with Thomas, and both riders will receive silver cups.

In addition to making the fastest time of the day, Thomas rode a 5 horsepower Indian in 41⅕ seconds, his allowance of 1 second giving him a corrected time of 40⅕ seconds. To make it fair for all, handicapper French imposed a penalty of 3 seconds on any rider who stripped his machine of mud guards and muffler or who used racing tires, which explains why Thomas's 5 horsepower Indian received 3 seconds less handicap than the other 5 horsepower machines. The only out-of-town riders were Edward Mangold, of Washington, D. C., and Harold Nickols, of West New Brighton, N. Y.

The summaries:

Rider—Machine	Secs.	Corrected Time.
Chic Thomas, 7 Indian	Scratch	0:39
John Blakeney, 5 Indian	4	0:39
Ewing Easter, 5 Indian	4	0:39⅕
Matthew Gault, 7 Indian	Scratch	0:40
Chic Thomas, 5 Indian	1	0:40⅕
Edw. Mangold, 5 Indian	4	0:42
Ray Strauss, 5 Indian	4	0:42⅖
A. H. Baer, 4 Indian	8	0:42⅖
Alvin Nusbaum, 6½ Yale	1	0:44⅗
Harold Nickols, 6½ Yale	1	0:46⅕
Sam. Horney, 4 Racycle	8	0:55⅗
H. Miller, 3½ Yale	10	1:19⅗
E. D. Allard, 3½ Yale	10	2:05

TRANSCONTINENTAL PAIR STARTS

Motorcyclists Meet Rough Experiences in First Stage of the Camping Tour—Sidecar is Soon Discarded.

San Francisco, Cal., July 13.—We now are well on our leisurely way across the continent. We, that is, "yours truly," H. D. Johnson and A. H. Helgeson, left Los Angeles on Monday, June 6th, at 1 o'clock on the afternoon and reached here last night at 7. Mr. and Mrs. Carter, who originally had planned to make the journey on a motor tandem, were unable to do so, but Helgeson filled the void and here we are, and take it from me: The 495 miles of road between Los Angeles and San Francisco, via the coast route, are a dream—a regular nightmare. Over the mountains, plowing through dust, bumping over hidden rocks, and facing strong head winds that took all the power the engines could develop, constituted our experience, varied by occasional stretches of good road that appeared exceptionally short by comparison. Indeed, it seemed that every time we struck one of those fine runs where the road would admit of any speed the wind would come up in our faces and make life a misery.

Helgeson is riding a 4 horsepower Minneapolis two-speed with a luggage carrier on the rear containing 75 pounds of luggage. My equipment consisted of a 5 horsepower Indian with side car attachment loaded with 125 pounds of bedding, camp outfit and grub for the trip.

It was swell sailing as far as San Fernando, 20 miles out, but when we started across to the Calabasas road our troubles began. Dusty, rutty roads that would make a mule look sick were what we found, and right here I exploded the idea that had been lurking in my brain that I could plow through any kind of sand with my side car. The engine, overloaded with its side burden, soon got hot and lost its power, and there I was stuck in the sand so deep I could not start alone and would have to yell for help. Helgeson with his two-speed gear and free engine, could drag his feet on the ground and balance himself, while by using the friction clutch he could creep along and never stall his engine. Sometimes he was crosswise of the road and sometimes pointed toward Los Angeles, but he came out right side up with care.

Over the Calabasas mountains some bad hills were encountered, and I had to resort to my low gear to surmount them. This involved changing engine sprocket and chain, which took some 5 minutes. On one short hill we tried to evade this trouble by having Helgeson tow me up the steep part. Either he was not a good work animal or I was a poor driver, for the tow rope got wrapped around my front wheel and tore my cyclometer off and put it out of commission.

We pitched camp at Camarilla, 71 miles from Los Angeles, where we cooked and ate our first meal and slept for the first time in eight years under the stars. Coffee, bread and bacon never did taste so good as they did that night after a hard day's ride.

Tuesday we crossed the Casitas mountain, said, and justly, I think, to be the worst grade in California. About seven miles long, it winds around in short steep pitches up the mountain, apparently picking out the steepest parts to make the shortest turns. The roads are badly cut up and very dusty, the dust hiding rocks that nearly bumped us into kingdom come. I am free to say that I got stuck not only once but many times and it was through no fault of the engine either. On the short turns, especially to the right, I could barely creep, to avoid upsetting, sometimes having to shut off the power entirely at the very worst place. No motorcycle on earth could pull under such circumstances.

At Santa Barbara every one was amazed to see the side car come in over the Casitas, and said they thought it impossible for a little 5 horsepower engine to pull such a load over such a hill. Helgeson ran over a skunk coming down the Casitas grade. The skunk was strong enough to have thrown him off the grade if it had had a chance; but he caught it unawares. We made 67 miles that day, and camped at a little creek near Naples—not a very long ride, but considering the roads and our load we were satisfied. A funny thing happened here. Sticking in the straw that we had gathered for our bed, I found a pocket knife that I had lost in Los Angeles the day before I started. Every time I say anything about it Helgeson says: "Don't say anything about that or people will think I took it there and forgot and left it where you would see it." However, to save him from suspicion, I will explain that the knife had got into my bedding and I naturally supposed that it had been lost.

From Naples to Los Olivas the roads are very rough and hilly, up one hill and down another all the way with many short and dangerous turns. One heavy pass was encountered that tried the power of the old Indian, but it made good and pulled me over. Here on one of the bad turns in the dust Helgeson took his first tumble and bent a pedal. We overtook a 24 horsepower automobile stalled on a hill that I made on the high gear on my machine, but I had to use the low most of the day and only made 91 miles.

Near Aroyo Grande I broke the side car frame, and it took us three hours to fix it, and then it was only repaired "after a fashion" at a farm blacksmith shop. The first part of the day furnished fine roads, and we made some good time, but near Templeton we struck some rough going that proved too much for the Minneapolis's frame, which broke off square behind the forks. This of course retarded our progress to a certain extent, as Helgeson had to tie the frame together with a piece of baling wire and rope and walk two miles to town, where we found a country blacksmith, who said he could braze it. This delayed us one day, but the man did a good



ONE OF MANY MEAN TURNS ON CASITAS GRADE



WHERE THE GOING WAS GOOD NEAR SANTA BARBARA

job, better than half the city machine shops where they have everything to work with. If any of our motoring friends ever get stuck in that neck of the woods we advise them to hunt up V. E. Donelson, who can do first-class work that would be a credit to any big shop in the city, and he won't charge them half as much, either.

It was near this point that we passed a lot of Uncle Sam's boys in blue camped by the road in brown tents set up in neat rows like the streets of a city. This is the maneuvering ground used by the engineers' corps for many years. After using it these many years free of expense the government has decided to purchase the ground, which is part of an old Spanish land grant.

After getting the frame fixed at Templeton we started at 5 o'clock and rode 30 miles and camped in a field by the roadside where the owner was not at home. Will ask his permission when we return. Down the Salinas valley there are good level roads, but the wind blew so strong in our faces that the engines hardly could pull against it, sometimes stalling my machine with the side car. At Soledad I asked a boy if it always blew that way.

"Oh, no;" he said, "it don't always blow like this; sometimes it blows hard."

I broke side of car again and fixed it with a piece of baling wire and buggy shaft.

Sunday morning we came over the noted San Juan grade that is the talk of all northern California. It was not nearly as bad as Casitas grade. The Indian pulled me and the side car every inch of the way over it, but Helgeson had trouble with his low gear and had to push over. Got a piece of oiled road in my eye last night and it gave me a great deal of trouble. From San Juan to Oakland the road is fine and level, but we had the same trouble with head winds that we had on the Salinas. I dropped in behind a big touring car traveling about 35 miles an hour and used it for a windbreak for about 25 miles, but the pace and the dirt were too much for me.

At Oakland the first man we saw when getting on the ferry was C. C. Hopkins, the Indian motorcycle agent at San Francisco. He took us over to his store and told us to make ourselves at home and help ourselves to anything we wanted. We certainly appreciate his royal treatment.

Here I concluded to discard the side car, as it pulled too hard over the rough mountain roads, and could not stand the trip, so I traded it to Hopkins for a luggage carrier and a pair of leather bags.

We expect to leave here on the 15th and reach Seattle about the 25th.

H. D. JOHNSON.

Baltimore Has a New Cycle Club.

Another bicycle club has been added to the already large number in Baltimore, Md. The latest birth is to be known as the Latrobe Wheelmen. F. Steinetz is captain, W. Klamp secretary, and O. Muehhause secretary.

PRINCE MAKES A TRACK RECORD

This Time, However, it is for Building a Saucer, Instead of Riding—Salt Lake's Latest Project.

John S. Prince once broke many high-wheel bicycle records, but since he turned to bicycle, motorcycle and automobile track racing he has not figured so much in the record table. He has, however, just broken another record—this time for track building.

After leaving Los Angeles, where he built the first board automobile track ever constructed, and upon which many world's records were eclipsed, Prince went to Salt Lake City, at the request of several local financiers, and after getting the capital together began the construction of a three-laps combination automobile and motorcycle track. The work started on Thursday, 15th inst., and was completed Monday last, 20th inst.



The saucer, which is built of planks laid edgewise, is located at Wandamere Park, and will be known as the Wandemere Motordrome, and over one million feet of lumber were required in its construction. The company controlling the track is composed of J. G. McDonald, president; S. H. Love, vice-president and treasurer; Jesse F. Cannon, secretary, and John S. Prince, general manager. It is planned to have a circuit of tracks, located at Portland, Ore., San Francisco and Oakland, Cal.

It is the intention of the management to hold motorcycle races in Salt Lake City on Saturday nights throughout the season, in order that it will not conflict with the bicycle track, which holds races every Tuesday and Friday nights. The opening meet will be held on Saturday night, July 2nd, and a second meet on July 4th.

Gilmer the Star at Grand Rapids.

With two of the club championships to be settled the race meet promoted by the Western Michigan Cycle Club at the Comstock Park track, Grand Rapids, Mich., Sunday, 12th inst., a large crowd—numbered at 2,000—journeyed out to the track to cheer their favorites. Fred Gilmer, a member who has been showing a deal of speed lately, was the fortunate winner of both the titles.

Twelve riders lined up for the half mile championship. Burdell started off like a rocket from the crack of the gun and Gilmer showed his headiness by tacking on behind. When Burdell began to show signs of tiring Gilmer jumped past and won by a safe margin. Ray Dennison made a good third.

The three-quarters mile championship proved a race of the same sort. There was plenty of jockeying, and when Gilmer sprang his jump at the right moment it was all over but the shouting. Dennison got second and B. Sproat came in for third. Two handicap races completed the program. The summaries:

One-half mile club championship—Won by Fred Gilmer; second, John Burdell; third, Ray Dennison. Time, 1:07⅗.

Three-quarters mile club championship—Won by Fred Gilmer; second, Ray Dennison; third, B. Sproat. Time, 1:56.

Two miles handicap—Won by L. Timmers; second, B. Sproat; third, John Burdell. Time, 5:15⅕.

One mile handicap—Won by Archie Lindberg; second, John Burdell; third, Ray Dennison. Time, 2:23⅕.

Buffalo Amateurs at Fort Erie.

Before a great crowd of enthusiastic spectators Joseph Schedier, on Saturday last, 18th inst., defeated single-handed the Tanner brothers—Joseph and John—in a special team pursuit race which was the feature event of the athletic games conducted under the auspices of the North Buffalo Catholic A. A. at the new stadium at Fort Erie Beach, near Buffalo, N. Y. In the first mile Adam Fischer, who was paired with Scheider, fell at one of the turns of the quarter mile track and although he remounted and made a plucky effort to overhaul his teammate he could not make up the distance. The crowd fully expected to see the Tanners make short work of Scheider, but to their surprise the latter began to overhaul the brothers, and succeeded in bringing home the bacon after riding just 5¼ miles. The handicaps were too great for Scheider to overcome in the 5 miles handicap, but the Buffalo crack put up a great ride, nevertheless. The race was won by T. J. Hitchcock, 370 yards, with E. T. Hitchcock, 500 yards, second. Scheider started from scratch, and finished third.

FOGLER FIRST IN CHAMPIONSHIP

Shows Way Home in Five Miles Titular Event; Kramer a Poor Fifth—Goulette Defeats Lawrence.

That Joseph Fogler is a factor to be reckoned with in this year's battle for the professional championship again was demonstrated Sunday afternoon last, 19th inst., when he won a 5 miles titular event at the Newark (N. J.) Velodrome, thereby increasing his chances in the race for the 1910 title. And not only that, but the large crowd had the pleasure, or disappointment, according to their feeling, of seeing Kramer finish fifth—a rather unusual position for the ten-times champion.

Fogler certainly rode a heady race in the championship and fully deserved his deserts, but just what was the matter with the champion no one could make out. Kramer had ample opportunity to display his marvelous sprint had he it with him, but the sprint was not forthcoming and Sir Joseph came in on the bit for the money and points. Hehir, Goulette and Krebs also led Kramer home—a strange sight.

Walter Bardgett showed a gratifying improved sprint when he won the half-mile handicap from his old rival, Krebs, and it was like reviewing the amateur races of two years back to see Drobach and Fred Hill fighting tooth and nail in the "pro" invitation.

As usual there was a tumble in the amateur scratch race, and several of the cracks picked up splinters in two separate spills. Anderson, Magin and Scheller were among the fallen, McCarthy winning from Passinger. According to those who profess to know, the Toronto "shamateur" has not yet found it necessary to humiliate himself by working for a living.

Alfred T. Goulette, one of the invading Australian professionals, has found his sphere in pursuit riding. In his match with Percy O. Lawrence, Goulette rode splendidly and, incidentally, earned the distinction of being the first man who has ever defeated the ex-amateur champion at this style of race. The plugging lasted for more than 5½ miles. The summaries:

One-half mile handicap, amateur—Won by Magin (scratch); second, C. Smith (50); third, Morton (50). Time, 1:00.

One-half mile handicap, professional—Won by Bardgett (40); second, Krebs (35); third, Lawrence (35); fourth, Crebs (45); fifth, T. Smith (70). Time, 0:54⅕.

Unlimited match pursuit, professional—Won by Goulett; second, Lawrence. Distance, 5 miles 3¼ laps. Time, 13:06.

Two miles invitation, professional—Won by Drobach; second, F. Hill; third, M. Bedell; fourth, Root; fifth, West. Time 4:37⅗.

Two miles scratch, amateur—Won by McCarthy; second, Passinger; third, Thomas; fourth, Beck; fifth, Beyerman. Time, 4:07⅗. Lap prize, Hawkins.

Five miles championship, professional—Won by Fogler; second, Hehir; third, Goulette; fourth, Krebs. Time, 10:24⅗.

Wiley-Vanoni Take Two-Hours' Race.

Because of the many weather postponements and apparent dearth of advertising the solitary paced race at the Clifton (N. J.) Stadium on Sunday last, 19th inst., did not attract as many people as doubtless the promoters had expected. It was the only event on the card—a 2 hours motorpaced professional team race—and George Wiley, of Syracuse, N. Y., and Charles Vanoni, the Americanized Italian, registered a victory by jointly pedalling 79 1-2 miles, which is fast riding for a 6-laps saucer.

If long-distance races of the sort are to be made a future feature of the Clifton Stadium it would be well for the management to prompt its officials beforehand. In last Sunday's event no times or distances were given out until the finish, and naturally the spectators could not keep tab on the whirligig. The rules of the race were identical with the six-day regulations, in that the partners relieved each other at will.

Although Wiley and Vanoni, together with Turville, their pacemaker, should be accorded every whit of praise usually tendered victors for their splendid performance, James F. Moran and J. Frank Galvin, who finished second, also deserve a great del of credit. Galvin had only returned from abroad—brought back suddenly by a cable apprising him of serious illness in his family—and, consequently, was not in the best of condition. Despite this handicap, and several falls, in one of which he considerably jarred his kidney, Galvin stuck to it like the Trojan he is and mainly was responsible for his team's excellent finish. He and Moran covered 75½ miles. Carl Ruden was their pacemaker.

Elmer L. Collins, the motorpaced champion, and Alfred Halstead, of Sacramento, Ca., finished third, with a score of 72 1-3 miles. Collins and Halstead drew Schultz for pacemaker and they did not seem to relish the result of the drawing.

Rain Kills Three More Racemeets.

Rain last week again caused Manager John Chapman of the eastern circuit and his string of professional and near-professional bicycle riders to shed tears of disgust. In addition to the New Haven weekly meet, as announced in last week's Bicycling World, the Providence and Revere Beach meetings, scheduled for Friday and Saturday nights, respectively, had to be cancelled.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

KRAMER AGAIN FINDS HIS STRIDE

Despite Rough Tactics, Champion Scores in Quarter Mile Championship—Fines and Suspension for Offenders.

Despite a rough ride, Frank L. Kramer showed that he still can win a bicycle race by finishing first in the quarter mile national championship at the Newark (N. J.) Velodrome Wednesday night last 22nd inst. Joe Fogler, the aspiring, was shut out in his heat by Stein and Bardgett, and Kramer, Hehir, Fred Hill and Stein qualified for the final heat. Stein, who always was a rough rider even as an amateur, gave Kramer two deliberate switches, and Referee Kelsey let him off with a modest fine of $10. Kramer rode around the trio and easily won, Hill nipping Hehir at the tape.

During the running of the semi-final heats of the national championship Fred Hill and Pedlar Palmer came to blows on the backstretch, and later Palmer punched Hill's trainer in the eye. For the first offense both Hill and Palmer were fined $10, while Referee Kelsey suspended Palmer indefinitely for his second offense. It is presumed he exercised his perogative as chairman of the Board of Control, and not as referee, as the latter official has not authority to suspend a rider except for the meet.

Magin made a great ride in the five miles amateur scratch, which he won after working his way through the entire field on the back stretch as the riders were coming to the finishing line. Carmen, Hawkins, Passinger, Mesigal, Brennan and McCarthy fell. Hollister won the handicap, but was disqualified for coming through on the pole and first prize was awarded Hawkins, who finished second.

The motorpaced match between Collins and Moran was a hummer from start to finish. Moran got away in the lead and for four miles he resisted every sprint made by Collins. Much of the way they were riding neck and neck, Collins on the outside. Collins began to "worry" when 14 miles had been reeled off, and he still was unable to pass his opponent. He made a final effort and was even when Moran lost his pace for a second. This enabled Collins to pass, and the Lynn man won out by a few yards. It was a great race. The summaries:

One-quarter mile championship, professional—Won by Kramer; second, F. Hill; third, Hehir; fourth, Stein. Time, 0:29⅘.

One-half mile handicap, amateur—Won by Hawkins (40); second, W. Van den Dries (20); third, Beck (35). Time, 0:57⅗.

One mile handicap, professional—Won by Goulette (100); second, Drobach (90); third, Mitten (110); fourth, Billington (140); fifth, West (75); sixth, Stein (90). Time, 1:57.

Five miles scratch, amateur—Won by Magin; second, Coburn; third, Hollister; fourth, Wright. Time, 11:22⅕.

Fifteen miles motorpaced, professional—Won by Collins; second, Moran. Time, 22:23⅗.

New Haven Fans See Blanket Finishes.

Snappy races, with blanket finishes prevailing in all the events, kept 3,500 spectators in an uproar at the regular weekly meeting at the New Haven (Conn.) saucer track Thursday night last, 23rd inst. The large crowd showed that the New Havenites appreciate the excellent racing that is being given them, as there was a counter attraction of a circus the same night, and for this reason the attendance was unusually large.

Had Kramer not punctured in the final heat of the mile handicap it is not unlikely that the record would have been broken, as the conditions were very favorable for fast riding. Kramer's trial heat was ridden in 1:52⅖, and the crowd looked for the champion to better this performance in the final heat, but a flat tire blasted their hopes. John Bedell finished first, with West, Hill, Mitten and Goulette next in order, the time being 1:53⅗.

Norman Anderson showed his ability as a plugger in the unlimited pursuit. The Dane streaked it around the saucer, mowing down rider after rider until only Percy Lawrence remained. Wells was third and Fogler fourth. Hehir captured the invitation.

Fred McCarthy proved the star of the "shamateurs" by winning both races. Hollister finished second in the mile handicap and Scheller got second place in the unknown distance. Ruden took the "pro" motor race. The summaries:

One mile handicap, amateur—Won by McCarthy; second, Hollister; third, Thomas. Time, 1:58.

One mile handicap, professional—Won by J. Bedell; second, West; third, Hill; fourth, Mitten; fifth, Goulette. Time, 1:53⅗.

Unknown distance, amateur—Won by McCarthy; second, Scheller; third, Hollister; fourth, Wright. Distance, 2¼ miles. Time, 4:44.

Unlimited pursuit, professional—Won by Anderson; second, Lawrence; third, Wells; fourth, Fogler. Distance, 1⅗ miles. Time, 3:22.

Three miles invitation, professional—Won by Hehir; second, Drobach; third, Krebs; fourth, Mitten; fifth, Bardgett. Time, 6:23.

Five miles motorcycle, professional—Won by Ruden; second, Schultz; third, Turville.

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PLENTY OF THRILLS AT SALT LAKE

Diefenbacher too Fast for Amateur Rivals—Clarke Still Flying—Wilcox Riding in Winning Form.

Salt Lake City, June 15.—After a sizzling pace for a mile, in which the record tottered but just missed toppling over, Rodney Diefenbacher, of San Francisco, defeated Berryessa and Brodbeck in the amateur handicap at the Salt Lake saucer last night. The low-markers worked together and a corking good race resulted. The time—1:56⅖—gives an indication of the hot pace. Diefenbacher had his winning shoe on, for after capturing the mile handicap he went out and won the unknown distance race from Brodbeck, Berryessa and McNeil, also in a blanket finish. The amateur race races were more exciting than the "pro" events.

The feature of the cash-chasers was the team match race between Macfarland and Clarke and Pye and Lawson, the first named of each team doing the donkey work. There was no loafing in the first heat—½ mile—and both teams sprinted from the pistol—Pye was switched off and Lawson tried the doubtful expedient of trying to squeeze between Clarke and the pole. The little Australian held his own and Lawson was run off the track. The crowd very ignorantly and unfairly hooted Clarke for doing exactly what he should have done. In the second heat Pye got Lawson in the lead but Clarke easily outsprinted him and won the match for his team.

After the race Lawson was sulky—a dominant characteristic whenever defeat is chalked against him. He bellowed to all the trainers and hangerson what he would do to Clarke in the two-mile handicap, and straightway tried to make a monkey of the Australian. The latter refused to do all the donkey work and Lawson dropped out. Clarke then rode like a whirlwind, but his effort was made too late to overhaul the longmarkers. Wilcox, with 110 yards, won. Hardy Downing showed plenty of speed in his motorpaced exhibition by reeling off two miles in 4.:07—a record for the local saucer. The summaries.

One mile handicap, amateur—Won by Diefenbacher (scratch); second, Berryessa (scratch); third, Brodbeck (scratch); fourth, McNeil (15). Time, 1:56⅖.

Unknown distance, amateur—Won by Diefenbacher; second, Brodbeck; third, Berryessa; fourth, McNeil. Distance, 2 miles 6 laps. Time, 5:56⅖.

Team match, professional—Won by Clarke and Macfarland; second, Lawson and Pye. Won in straight heats at ½ and ¾ mile. Times, 0:58⅕ and 1:28.

Unlimited pursuit, professional—Won by Burris; second, DeMara; third, Walker; fourth, Duer; fifth, Hopper; sixth, Dorlon. Distance, 4¼ miles. Time, 9:37⅖.

Three miles motorpaced exhibition—By Downing. Time, 4:07. (Record for track.)

Two miles handicap, professional—Won by Wilcox (110); second, Carslake (100); third, DeMara (65); fourth, Senhouse (80). Time, 3:43⅕.

Salt Lake City, June 18.—Although no records were broken at the Salt Palace saucer track last night, there were plenty of thrills in all the races, particularly in the five miles motorpaced match between S. H. Wilcox, the local crack and Ray Duer, formerly of Buffalo, N. Y. At the start Wilcox got a short lead on Duer and for the entire five miles the men rode neck and neck, Duer trying desperately to pass. He failed to do so, however, and the Salt Lake man won by a few yards.

Another exciting race was the match between Diefenbacher and Brodbeck. After a close race Brodbeck took the half-mile heat and Diefenbacher evened the score by winning the three-quarters mile affair. In the mile rubber Brodbeck made a brilliant attempt to wrest the honors from the San Franciscan, but Diefenbacher won the match by a couple of inches.

As usual Clarke was the brightest luminary in the professional sprint races. In the three-quarters mile handicap Clarke succeeded in shaking Lawson off in going around the bunch and the excitement was so great that Keefe, Duer and Burris fell, and the first-named was carried off the track into his training quarters. Clarke won the race, with DeMara, Senhouse and Lawson next in order. Clarke repeated in the two miles scratch, Lawson coming in second and Macfarland third. The summaries:

Amateur match—First heat (½ mile) won by Brodbeck. Time, 0:59⅖. Second heat (¾ mile) won by Diefenbacher. Time, 1:40. Third and final heat (1 mile) won by Diefenbacher. Time, 2:13⅗.

Unlimited pursuit, amateur—Won by Berryessa; second, Hume; third, McNeil; fourth, Thompson. Distance, 4 miles 2 laps 160 yards. Time, 10:12.

Two miles handicap, amateur—Won by Diefenbacher (scratch); second, McNeil (20); third, Brodbeck (scratch); fourth, Brazier (110). Time, 4:05⅖.

Three-quarters mile handicap, professional—Won by Clarke (scratch); second, DeMara (40); third, Senhouse (50); fourth, Lawson (scratch). Time 1:25.

Two miles scratch, professional—Won by Clarke; second, Lawson; third, Macfarland; fourth, DeMara. Time, 3:53⅗.

Five miles motorpaced, professional—Won by Wilcox; second, Duer. Time, 6:47⅗.

Omaha Y. M. C. A. Cyclists Organize.

The Y. M. C. A. Bicycle Club has been organized in Omaha, Neb., with the following officers: Captain, Robert Wise; first lieutenant, Elmer Harris; second lieutenant, Frank Officer.

TAKES LONG "SIDE SADDLE" TRIP

Woman Enthusiast Accompanies Her Husband on 1,400 Miles Journey — From Colorado Springs to Chicago.

Fourteen hundred miles over the bad roads between Colorado Springs, Col., and Chicago, Ill., with the motorcycle carrying double, besides a lot of baggage was the unusual and somewhat dangerous stunt that W. I. Davis of the former set for himself and wife to accomplish. The danger of the feat is apparent in the accompanying photograph, as it shows the way Mrs. Davis traveled the 1,400 miles. Instead of using a tandem attachment she preferred to ride side-saddle, and a cushion seat accordingly was rigged atop the gasoline tank. That Mrs. Davis had plenty of nerve and that her endurance must have been taxed to the limit is apparent.



HOW MR. AND MRS. DAVIS TOURED TO CHICAGO

Davis began the long and unusual trip more because his friends in Colorado Springs said he couldn't do it, than for any other reason. Davis has for more than a year ridden around Colorado Springs with his wife sitting on the cushion as shown and his small son on the tandem seat behind, but the idea of carrying such a load over the roads naturally sounded the height of folly to Davis's friends, and they told him so. The result was that he started from Colorado Springs, the luggage consisting of necessary changes of clothing, toilet articles, an ordinary kit of tools, tire repair equipment and a battery tester.

The 75-miles run from Colorado Springs to Denver was made without incident, but Davis found that his boy did not stand the trip as well as had been expected, and he was shipped back home, Davis and his wife continuing, after being delayed five days by rain. The first night's stop out of Denver was at Deer's Trail, about 55 miles; the following day saw them at Burlington, 110 miles, and the third day took them to Dresden, Kan.

Their troubles began soon after entering Kansas. The heavy spring rains had made the roads a mass of deep ruts, and for 300 miles the traveling was abominable. In some places the ruts were so deep that the pedals of his Excelsior machine had to be removed. At one time a missing bridge compelled a detour of ten miles over what apparently was a cow path, from the way it forded streams every few hundred yards.

Davis states that in Kansas they encountered every possible kind of bad road, the worst of it occuring just after leaving Esbon, where they spent one night. They were informed that the rural mail deliverer had been unable to go over the roads for several days. This discouragement, however, did not discourage Davis and his wife, and after nine hours of struggling they managed to reach Montrose, a distance of 19 miles. At times the mud was so deep that the belt rim sank in the mud. The idler helped clean it off, but the gumbo was so sticky that a stop had to be made every few minutes to wash the caked mud from the belt and pulleys.

Out of Montrose the roads improved sufficient to reach Fairbury, Neb., a distance of 60 miles, in one day, following which they landed in Lincoln, the home of the perpetual presidential candidate. From Lincoln the Davises followed the route via Louisville and Omaha to Dow City, Iowa. Their original plan was to cross the Platte river at Ashland, but a 25 miles detour was found necessary.

After reaching Council Bluffs, Davis followed the C. & N. W. railway, stopping over night at Boone, and the following night at Mount Vernon, a small town 20 miles east of Cedar Rapids. From Mount Vernon, Iowa was left by way of Clinton, and the last stop before reaching Chicago was at Rochelle, Ill.

Davis had been told that the worst roads would be encountered in Iowa, but he states that this was not so; in fact, many of the highways traversed were such that he could make up for the time lost on the execrable Kansas roads. One day's run in Iowa was 150 miles, which was fast traveling under the circumstances.

In spite of the extra load Davis states that his single cylinder Excelsior performed admirably throughout the entire arduous trip, the only difficulties being experienced with tires. A sudden skid broke the exhaust valve lifter, but a temporary repair easily was accomplished. That was his only mechanical trouble.

After reaching Chicago Davis and his wife stopped long enough at the Excelsior Supply Co.'s offices to wash the Illinois dust from their faces and hunt some baggage that had gone astray, when they returned to Rochelle for a well-earned visit with relatives.

Pratt Rides up Some Stiff Grades.

C. J. Pratt, manager of a Denver (Col.) garage received a New Era motorcycle last week, and thought the best way to test its hill climbing capabilities would be to ride from Denver to Boulder. The trip was made without incident, and from the latter place Pratt decided he would ride up to the Sugar Loaf mining camp, the roads affording some exceptionally rough going, as well as grades of 43 per cent. Pratt made the climb in 1 hour 10 minutes, and incidentally his motorcycle is said to be the only power machine that ever has made the climb, with the single exception of a six-cylinder automobile, which required 3 hours for the trip.

Reading M. C. Elects Officers.

At its annual meeting the Reading (Pa.) Motorcycle Club elected the following officers: President, J. S. Deysher; vice-president, Walter S. Harper; secretary, H. D. Sitler; treasurer, James S. Mayo; captain, P. W. White; first lieutenant, H. C. Becker; second lieutenant, J. M. Dunkle; trustees, John Hartmen, W. F. Remppis and Bert G. Francis. The club will hold a run to Willow Grove and return, a distance of 150 miles, on July 17th.

CORRESPONDENCE

Best Route New York to Boston.

Editor of the Bicycling World:

In your next issue will you please print the best way out of New York City and the best route to Boston. My wife and myself are going to tour from here to Boston next week on a Thor twin tandem motorcycle.

J. L. M., Wilmington, Del.

[The best way out of New York is up Jerome avenue to Fordham road, to Pelham avenue, to Pelham parkway, to the Boston post road, thence through New Rochelle, Larchmont, Port Chester, Greenwich, Stamford, Norwalk, Bridgeport to Milford, where be sure to leave the old and worn post road and follow trolley tracks to the left and take the fine new state road to New Haven, which just has been completed. Allow no one to persuade you to the contrary. From New Haven the route is through Wallingford and Meriden to Berlin and Hartford. After leaving Meriden, do not go via New Britain. Be sure to follow the Berlin Turnpike, another magnificent state road recently completed. At Hartford, cross the river to East Hartford, where more splendid new roads have been built through East Windsor, Warehouse Point and Thompsonville to Springfield. From the latter point, the route is via Palmer, Warren, Spencer, Leicester, Worcester, Shrewsbury, Northboro, Southboro, Framingham, Wellesley to Boston.]

Opinions from the Canal Zone.

Editor of the Bicycling World:

The time has come for me to renew my annual subscription to the Bicycling World and Motorcycle Review, also my annual subscription to the Federation of American Motorcyclists. I have not received anything for the past several years from the secretary, except my membership card, and have paid my annual dues through the Bicycling World, as I have not known the secretary's address.

I must commend you on the stand you have taken in your editorial columns for clean sport and clean fingered officers to administer the sport. I was No. 43,400 in the L. A. W. when the Bicycling World and L. A. W. Bulletin was the "official organ" of the L. A. W. Incidentally, I was several years younger and about seventy-five pounds lighter, and the top of my head was much better protected against the sun, rain and hard knocks than it is now. But I always stood and I stand now for clean sport, and I like to see a man or a paper be the real thing. "Trade riders" certainly stick in my craw. I don't see how a man who is a professional can be anything but what the name implies, or an "amateur" anything else. As we now have trade riders, professionals, private owners, amateurs, etc., I suppose the officers who think they are running the F. A. M. will further classify the various classes until there will be as many of them as there are among the "pugs." Then they will further classify them into black, light, red, gray and bald heads, and long, medium, short and extra short ones, and, not to leave the manufacturer out in the cold, before starting a race the official will insist on having the engines stripped and measured with inside "mikes" and if one cylinder is over .0005 larger than another, handicap the rider five or ten yards because he had a larger engine.

Down here we don't have bicycles, automobiles or carriages, although we have forty-ton locomotives of 3 feet 6 inch gauge. They don't go anywhere, just up and down the quarry, for this is the place where the crushed rock comes from for the Great Gatun Locks, and the only way to get to Colon is by boat or airship and we haven't any airships at present.

This is longer than my usual renewal of subscription and annual dues, and if you have reached this point kindly forward (1) one simoleon of the enclosed to the proper official of the F. A. M., with enclosed card, and tell him if the F. A. M. ever does anything to please let me know.

G. B. F. POMPEJI, Cristobal, C. Z.

Says Goullet Never Was a Champion.

Editor of the Bicycling World:

In one of your recent issues I notice that you refer to A. T. Goullet, who is to appear at Newark, N. J., as Australian champion. The said rider, however, never has won an Australian championship and is only one of our first-class pedal pushers who are equal to Hehir, who also is in America. I could name a dozen equal to Goullet, as follows: A. J. Davies, G. Horder, A. F. Grenda, H. W. Nesbitt, R. J. McNamara, A. H. Shephard, J. Campbell and A. Thomas, who is also the greatest handicap rider who ever sat on a wheel in Australia. Of course you are aware that A. J. Clarke and G. Farley are the fastest sprinters we have ever had. I hope you will refer to this in your paper for the protection of others as well as the riders mentioned, who may deem it their business to take a trip your way. I might mention that the following have won the last 10 years' championships: G. Farley, 2 years; A. J. Clarke, 1 year; G. Horder, 2 years; H. Thomas, 2 years; H. W. Nesbitt, 2 years; A. F. Genda, 1 year.

H. SMITH, Cycling Editor,
Melbourne, Australia.

How the Noise May be Remedied.

Editor of the Bicycling World:

Having had some experience with Indian motorcycles, I feel interested in the case of Mr. A. L. Peery, of Mississippi, whose request for information appeared in the Bicycling World of June 11th. I think if the adjusting screws on the compensating sprocket of Mr. Peery's twin are loosened, a liberal quantity of good oil injected in the clutch by removing the screw marked "Oil" and its drive chains properly adjusted, the noise and the alarming symptoms of loose connecting rod bearings will disappear.

A. H. RIVENBURGH, Clermont, N.Y.

What's Good for Cracked Cylinders?

Editor of the Bicycling World:

I have a couple of minute cracks in the cylinder head of my motor—cracks about the width of a hair, and about a quarter of an inch long—and would like to ask if there is any preparation on the market which I could put in or on them to stop them up. I have tried "Cementum," but it blows out.

H. P. K., Roswell, Ga.

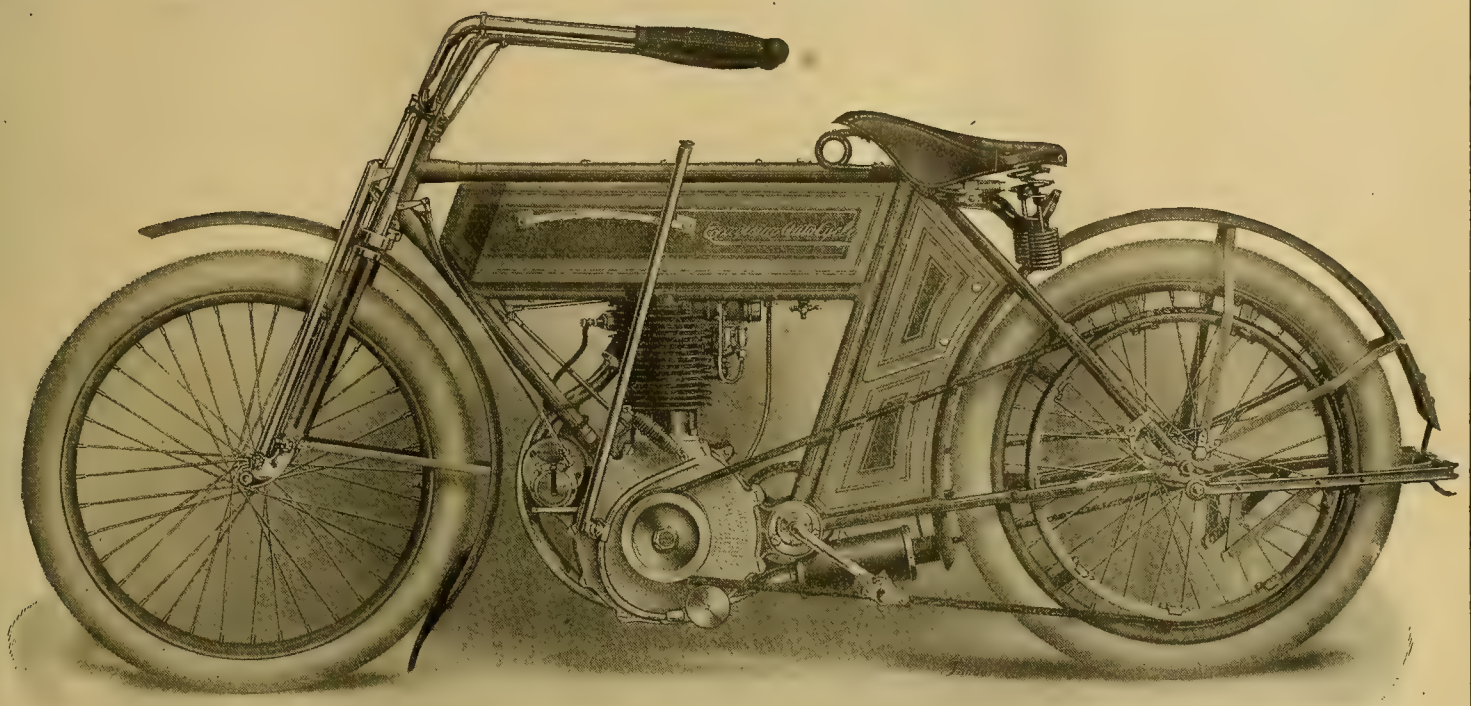
Shovel Handle for Straightening Cranks.

No cyclist ever would think of adding a common garden shovel to his tool kit, nor, it is safe to say, would it ever occur to the average rider that such an implement might "come in handy" in time of trouble. Nevertheless, it has been discovered by an overseas rider that on certain occasions a shovel, or any farm tool which has an open cross handle, may be very useful, indeed. When, as a result of a fall, one of the pedal cranks has been bent, it is a very simple matter to straighten it if only such a tool can be borrowed for a few minutes. To do so, slip the open end of the handle over the pedal and down on the bent portion of the crank. Then, standing on the opposite pedal, so as to keep the machine upright, grasp the shovel or fork firmly and push on it in the direction necessary to bring proper pressure to bear on the damaged member. It will be found, says the discoverer of the method, that only a reasonable amount of muscle will be required to "persuade" the offending crank back into its original position, and that, too, without dismounting it or interfering with any other parts.

Miller's Map of the Berkshire District.

Cyclists and motorcyclists who can find or make opportunity to tour in the Berkshires may find a valuable aid in a road map which is being issued in complimentary form for three cents in stamps by Charles E. Miller, the well known supply man, 97 Reade street, New York City, and which is entitled "To and Through the Berkshires, Eastern New York, Western Massachusetts, Connecticut and Vermont." In addition to the large map showing all principal routes in red, there are eight individual maps, all relating to a touring district which because of its wonderful roads and scenery is considered by many as the best in the United States. Routes are given to such cities as New Haven, Hartford, Pittsfield, Springfield, North Adams, Brattleboro, Greenfield, Poughkeepsie, Albany and Troy.

EXCELSIOR AUTO-CYCLE



When you start for a day's run, the matter of seconds in time is of little importance in comparison to getting there and back without trouble or delay.

The record of the Excelsior Auto-Cycle is one of such unfailing dependability and endurance that it has earned a world wide reputation as

The One That Always Makes Good

Every big road test and thousands of Excelsior Auto-Cycles in daily use prove the right to this title.

See your local agent or write for Catalog C 10.

EXCELSIOR SUPPLY COMPANY

Randolph St. Bridge — Members M. M. A. Established 1876 — Chicago, Illinois

Eastern Representative: STANLEY T. KELLOGG, 2312 Broadway, New York.

PACIFIC COAST BRANCH—361-3 Golden Gate Ave., San Francisco, Cal.

RECENT PATENTS.

956,906. Muffler. Edward D. Sizer, Sizerville, Pa. Filed Jan. 24, 1910. Serial No. 539,737.

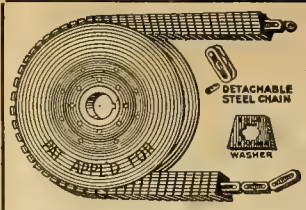
1. A device of the class described comprising a spiral casing and said casing having a spiral slot co-extensive with the length of said casing.

958,754. High Frequency Magneto. Theodore M. Mueller, New York, N. Y. Filed Aug. 4, 1908. Serial No. 446,923.

1. The combination of a permanent magnet provided with poles, a magnetic member provided with poles and spaced apart from said permanent magnet, an inductor having a portion adapted to pass successively all of said poles, and a core disposed intermediate said magnet poles and also intermediate said poles of magnetic material.

958,909. Vibrator for Induction Coils. Burton L. Lawton, Meriden, Conn., assignor to The Connecticut Telephone & Electric Company, Incorporated, Meriden, Conn., a Corporation of Connecticut. Filed Nov. 25, 1908. Serial No. 464,372.

1. In a vibrator for induction coils, a vibrator element having a fixed contact point, a bridge having a flexible arch, said bridge being mounted at opposite sides of said vibrator element but independent thereof and overstanding the same, a contact point fixedly carried by the arch of said bridge and overstanding the contact point on the vibrator and an adjusting mechanism above the arch of said bridge for adjusting the contact point carried thereby toward and from the vibrator contact point.



No More Belt Troubles!

Harrington's Indestructible "V" Belt for motorcycles and motor drive, toughest sole leather, "Detachable Steel Chain" not affected by Oil, Water or Climate, Very Flexible, does not Slip, Bind or Stretch, easily Disconnected at any point. Satisfactory, Economical and Practical. Price, **$8.00**; with order state size. (Write for free pamphlet).

A. L. HARRINGTON, 100 Franklin Street, Chicago

READ THIS

Mr. A. L. Harrington, Bisbee, Ariz., June 2, 1910.

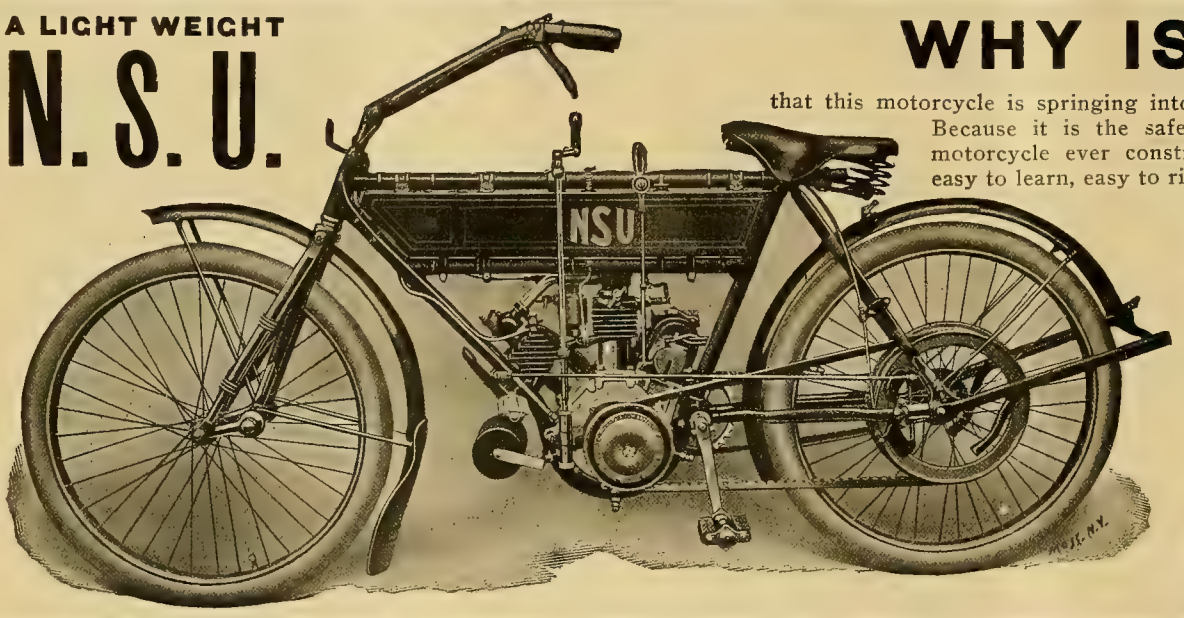
Dear Sir: I have used that combination leather and chain "V" belt on my motorcycle over two years and it is still giving satisfaction. It will apparently last a long time yet. Yours truly, J. C. RAUB.

MICHIGAN ROCK MAPLE RIMS —None Better

Made by LOUIS RASTETTER & SONS, Fort Wayne, Ind.

A LIGHT WEIGHT

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WHY IS IT

that this motorcycle is springing into such universal favor? Because it is the safest and most luxurious motorcycle ever constructed, easy to mount, easy to learn, easy to ride. Not built for racing—but decidedly for comfort. Hill climbing is a pleasure on it. It glides easily and noiselessly over the roughest roads.

There are, of course, numerous other advantages which you will note if you will ride the 3 H.P. Twin Roadster.

Catalog "B" tells you more.

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206 West 76th St., New York City

DUCKWORTH CHAINS

long ago proved that they have no equals for either

Bicycles or Motorcycles



It was hard use and lots of it on all sorts of machines that enabled it thus to prove its superiority.

Write for 1910 Quotations.

Duckworth Chain & Mfg. Co., Springfield, Mass.

"The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

BICYCLING WORLD COMPANY
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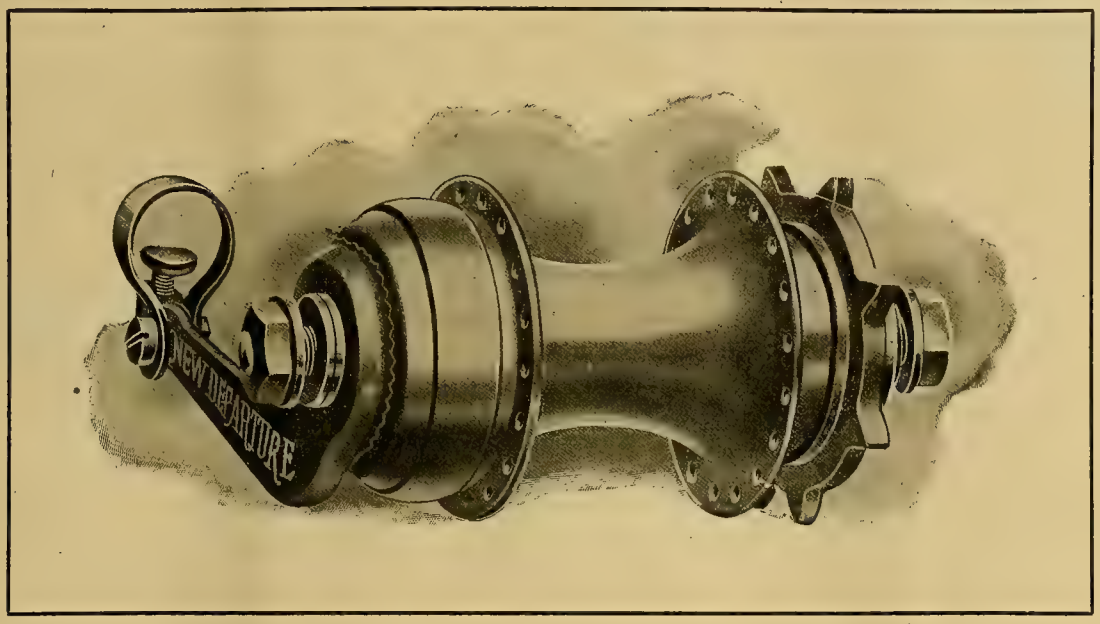


The dealer needs our lamps because they sell and the rider demands them because they are the best in style, service and workmanship. Order now and see what satisfactory lamps are.

20TH CENTURY MFG. CO., 19 Warren St., New York.

"New Departure Coaster Brake is the most satisfactory article we ever sold"

writes one of the largest dealers in the Middle West.



We are receiving similar letters every day. For instance, a New York State dealer says, "I have sold no other coaster brake the last five years, have used one myself for eight years and am still running it without repair." A Galveston dealer has "discarded all other brakes in favor of New Departures." From California comes this, "We hav'nt yet found a defect in any we have sold." And so we might go on quoting from a stack of letters received the last few days from dealers all over the land.

The Simple Mechanism and Absolute Reliability of New Departures Have Made Them Popular.

Write today for Catalog, "Business Winners" and Souvenir

THE NEW DEPARTURE MFG. CO., Bristol, Conn.

Coaster Brake Licensors

Look at a Persons

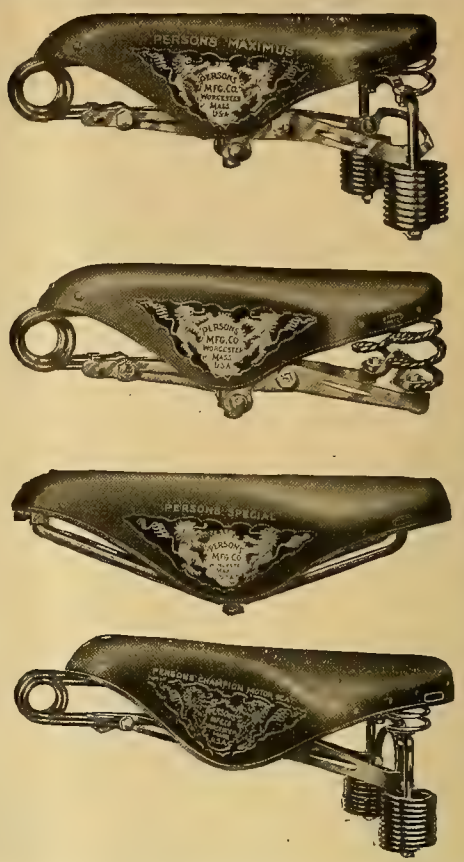
saddle and if you are familiar with the appearance of other saddles, its superiority even in looks, is bound to impress you. Its style and regard for details distinguish it in any company.

Sit on a Persons

and the longer you sit on it the stronger will be your conviction that it is as superior in service as it is in appearance.

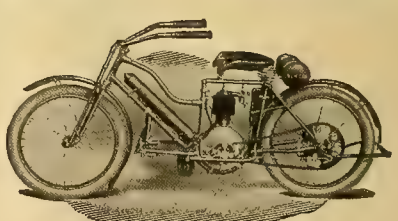
Any bicycle or motorcycle manufacturer who has regard for real quality will supply a Persons without quibbling. It costs more than the other kind because it is worth more.

PERSONS MFG. COMPANY
Worcester, Mass.



THIS PROVES WHAT WE CLAIM

That the New Era Auto-Cycle is the Greatest Hill Climber on Earth



SOUTH DENVER GARAGE
263-265 S. BROADWAY

Denver, Col., June 3, 1910.

NEW ERA AUTO-CYCLE CO., Dayton, Ohio:

Gentlemen:—Mr. Pratt of our company has just returned from a trip through the towns north of here. At Boulder he made a record that you might like to hear about. Just out of Boulder there is a hill known locally as "Bummer's Hill." It is about a mile long, very steep and rough, part of it having a 43% grade. He went up the hill in 45 minutes. The only trouble he had was heating of the engine, which might naturally be expected, and, of course, had to wait for it to cool. The hill is so steep that a man can not stand and hold the machine when resting. Mr. Pratt let the stand drag all the way up, and when he wanted to stop, he simply let the machine drop back on to the stand by gravity.

The people around here say that the only motor vehicle that ever went up that hill before was a 60 H.P. automobile, and that it took two hours on the trip.

The machine Mr. Pratt used was a 5 H.P. New Era Auto-Cycle, No. 424, which you sent us recently. We think this is quite a record, and know of no other machine that can equal it.

Yours truly, SOUTH DENVER GARAGE,
By R. A. Thompson.

Send for catalogue and terms to agents.

THE NEW ERA AUTO-CYCLE CO., No. 2 Dale Avenue, Dayton, Ohio

Pittsfield Motorcycle COILS

provide a sure, sharp, hot spark from even a faint primary. No motorcycle service is hard for them, or can lessen their remarkable efficiency.

Supplied with either flat or conical end. The one cylinder, four lead Pittsfield Coil sells for $8.00, and the two cylinder, five lead Pittsfield Coil sells for $9.00.

Pittsfield Spark Coil Co.

DALTON, MASS.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

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MOTORCYCLE
Single and Double Clinch —also Belt.

BICYCLE
Crescent and Drop Center.

AUTOMOBILE
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MOTORCYCLE AND BICYCLE
Raised Center and Crescent.

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Manufacturers **UTICA, N. Y.**

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Quality Price

THE GENUINE

WATA-WATA BELT

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PATENTED IN AMERICA AND ENGLAND

We are Sole American Agents for the Genuine Wata-Wata belting.

A MINISTER'S EXPERIENCE.

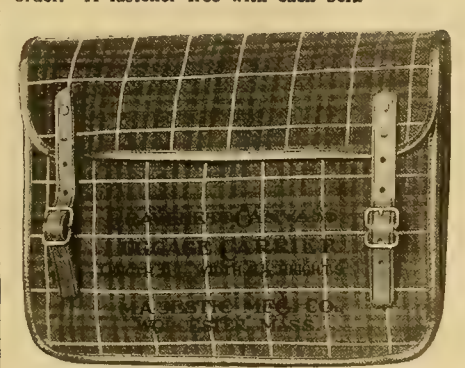
The Rev. B. H. Davis writes:
"The ⅞-inch belt on my 3 h.p. has done well over 7,000 miles this season, including 1,279 miles in the six days' record. Their immunity from trouble has made me an enthusiastic supporter of your belts."

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CUT DOWN YOUR EXPENSE AND INCREASE YOUR SPEED AND POWER BY FITTING THE GENUINE WATA-WATA. It means more fun and less work; money in your pocket at the end of the season and victories and prizes in contests.

SPECIFY THE MAJESTIC WATA-WATA ON YOUR MOTORCYCLE

Buy of your Dealer or direct remitting with order. A fastener free with each belt.

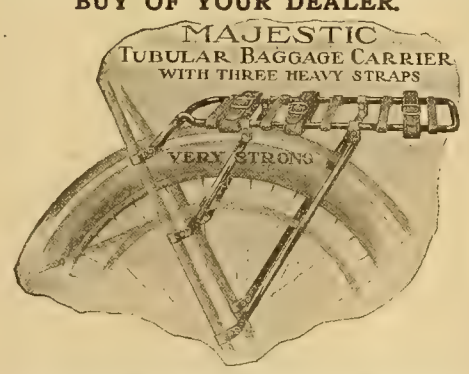


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Size 13"x2½"x9", being increased 1½ inches in length for 1910. Brown canvass, covered with genuine cravenette. Double thickness at bottom. Two handlebar straps passing through steel and leather plate running full length of back. Extra strap to go around head. Last a lifetime.

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BUY OF YOUR DEALER.



Fifty per cent. larger and 100 per cent. stronger for 1910. Four supports instead of two. Tubing increased in size. Heavier clips and bolts. Longer straps. Fits all 1909 and 1910 machines.

Price $5.00

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or Majestic Manufacturing Co.
Worcester, Mass.

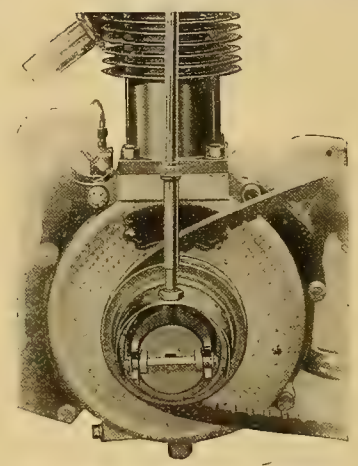
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would not now be supplying almost all the motorcycle manufacturers with rims if it were not for the fact that they have conclusively proven to be entirely satisfactory.

For the benefit of the trade in general we are carrying in our Chicago and New York warehouses a large stock of assorted sizes for immediate delivery.

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LET THE TWO SPEED DO YOUR WORK



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has been making motorcycling a pleasure for over 6 years.

Now Ready For
MERKEL—R. S.—M. M.
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Attach it in a minute—enjoy it forever.

Perfectly Simple—Simply Perfect

Write for information and prices

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206 W. 76th Street New York City

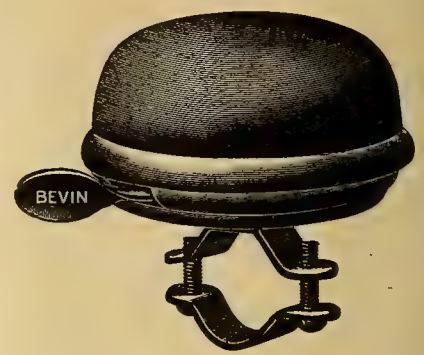
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Bevin Bells



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such a varied selection that all purses can be accommodated.

Our catalog illustrates the various patterns.

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EASTHAMPTON, CONN.

MOTORCYCLE CASES AT HALF PRICE

We cleaned out the stock of the Morgan & Wright factory when they changed the style of lettering on their moulds for 1910. They are stamped "Second" in small letters near the bead, and while not guaranteed, every one is practically perfect.

SINGLE CLINCH—MOULDED TYPE

Priced Each Size	Regular Weight Basket Weave	"Tourist" Heavy Basket Weave	"Bailey" Tread
26x2¼	$5.00	$5.50	$5.50
26x2½	5.25	....	....
28x2	5.00	5.50	....
28x2¼	5.25	5.75	5.75
28x2½	5.50	6.00	6.00

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26x2½	5.50	6.00	6.00
28x2	5.25	5.75	....
28x2¼	5.50	6.00	6.00
28x2½	5.75	6.25	6.25

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Select the style and size you want, send our low purchase price any way you like with the distinct understanding that you are free to examine them thoroughly upon receipt, and return them at our expense if they do not in every way come up to your expectations.

You save half the regular price on these new practically perfect casings and take no risk, as the amount paid will be cheerfully refunded if upon receipt you don't agree with us that they are the best value you ever saw. Please give first and second choice when ordering.

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For Bicycle Repairmen

For 30 Neverleak Certificates you can obtain this wonderfully handy "System" Shop Cabinet. It is made of quarter-sawed oak, is 23 inches high, 17 inches wide and contains nine drawers, 8½ inches deep, neatly partitioned into compartments for balls, nuts, washers, spokes, nipples, etc.

If you order from your jobber one gross tubes of Neverleak, NOW, you will receive, ABSOLUTELY FREE, 12 extra certificates in addition to the 12 usually packed with that quantity, making 24 in all.

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

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Get catalogue and prices.

Reliance Motorcycle Co.
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THE TUCKER WOODWORK CO.
SIDNEY, OHIO

Bicycle Wood Rims

Bargains Extraordinary
in
MOTORCYCLE TIRES

With prices of motorcycle tires increasing generally, we, by reason of an advantageous purchase, can offer attractive prices (while they last), and immediate delivery on the following:

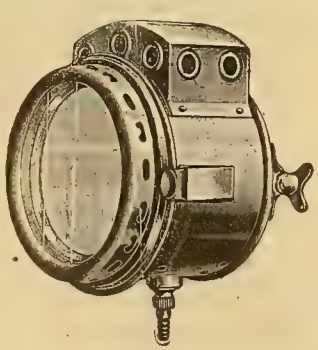
2000 1908 G & J double clinch, raised tread.
These tires are not "seconds."
1909 M & W moulded double clinch.
DEALERS, WRITE FOR PRICES
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Diamond BICYCLE TIRES LEAD

"Users Know"

Special Bicycle Tire Booklet on Request

THE DIAMOND RUBBER CO., Akron, Ohio



No. 106—Price each, $3.00

Just What You've Been Longing For

MOTORCYCLE SEARCHLIGHTS

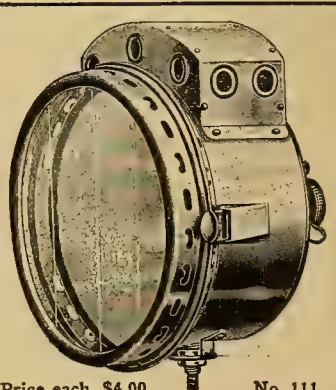
The kind of lamps one can depend on. Well constructed; riveted, not soldered. Fitted with fine mirror lenses and highly polished nickeled interior. Result, a brilliant, far-reaching, white light, surpassing any lamp ever devised for motorcycle use.

TWO SIZES { No. 106—4⅘ inches high; weighs 9 ounces.
No. 111—6 inches high; weighs 12 ounces.

We carry everything for the motorcyclist. Dealers should write for our new catalog and trade discounts.

We have an interesting proposition to dealers. Address Dept. B

THE MOTOR CAR EQUIPMENT CO., 55B Warren St., NEW YORK



Price each, $4.00 No. 111

The Best Material Made

is none too good for manufacturers of

HIGH GRADE BICYCLES AND MOTORCYCLES

Fully realizing this we recommend

STANDARD SEAMLESS STEEL TUBING

as the highest grade product made for frames and bent parts. We also furnish bent parts in standard and special designs

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follow in the same class. Write for further particulars.

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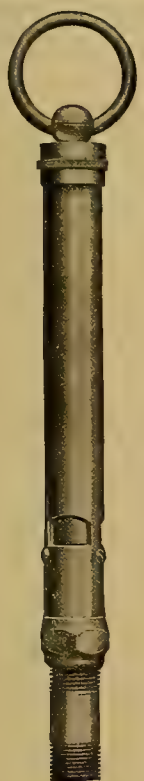
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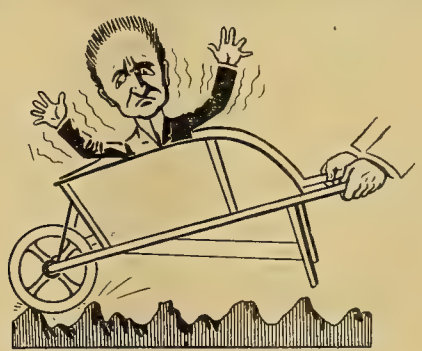
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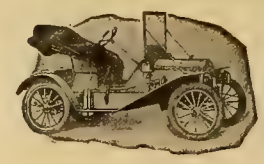
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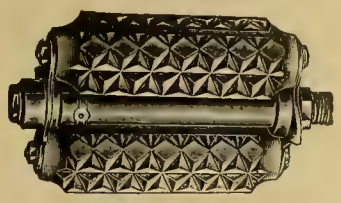
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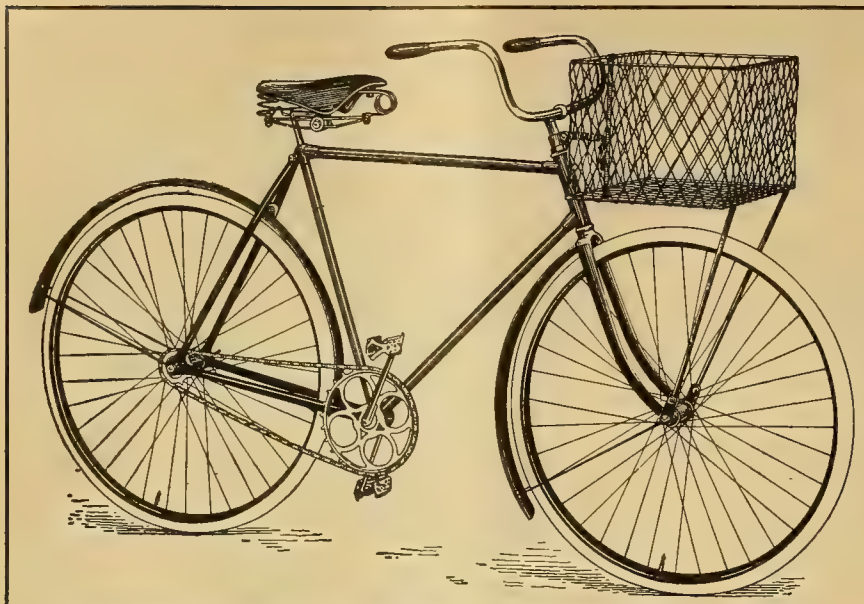






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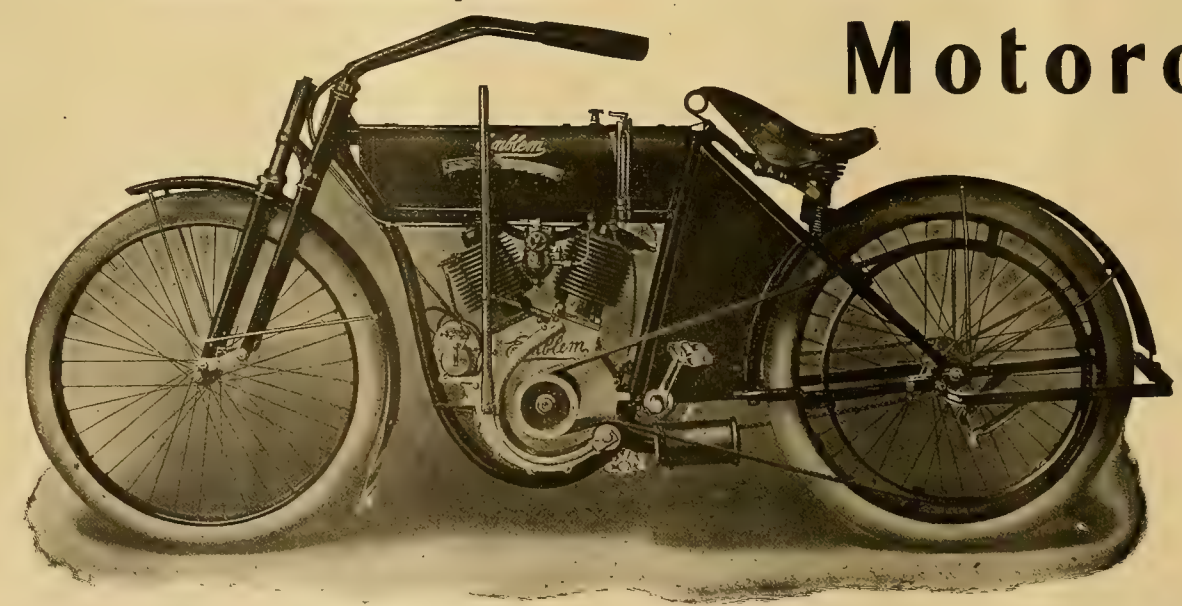
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Full length triangularly reinforced frame; ball bearing engine; large valves; interchangeable ignition system; copper tanks; horizontal saddle post—these are only some of the Emblem features.

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AN UNSOLICITED TESTIMONIAL

as to the value of

G & J TIRES

On May 18th and 19th Mr. Perrin B. Whitney, manager of the "Indian" Branch in Chicago, accompanied by Messrs. Fred Huyck and Harry W. Miller, made the Chicago-Indianapolis round trip.

Mr. Whitney writes under date of May 26th, 1910:

"As almost the entire trip was over muddy and very bad roads we had all kinds of chance for skidding, etc. By using the Bailey G & J Tire we found it possible to ride these roads even when they were very slippery with very satisfactory results. We encountered several thunder showers and for two days were in an almost continual rain from the time we started until night.

The 1910 G & J Tires are the most satisfactory tires ever constructed. We have had absolutely no replacements to make so far this year, either in casings or tubes, which is certainly a very satisfactory record from every point of view."

G & J TIRE CO.

Indianapolis, Ind.

MORGAN & WRIGHT MOTORCYCLE TIRES

show their "winning ways" again.

At the Guttenberg Motordrome races held on June 19th, Morgan & Wright Tires took four firsts, and six seconds in the eight events run.

Your dealer or manufacturer will equip them on your machine if you ask him.

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Single and Double Clinch —also Belt.

BICYCLE
Crescent and Drop Center.

AUTOMOBILE
Clincher, Q. D., Demountable and Channel.

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Manufacturers **UTICA, N. Y.**

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Quality Price



It's the New Rubber In this Tire

that makes it so easy to repair, either by plugs or vulcanization—

And prolongs its life far beyond that of the ordinary tire.

And *this* makes new tire customers for you and keeps old customers loyal.

Only the finest grade of *new* Para rubber, as nearly pure as will vulcanize properly, is ever used in a Goodyear Pathfinder Single Tube Bicycle Tire.

Instead of using the best rubber obtainable, we could use cheaper grades. It would be easy to substitute rubber that costs one-third of what we pay, or we could use even "reclaimed" rubber from the junk pile.

But it wouldn't make a tire that lasts—and it wouldn't make a tire that can be repaired. It wouldn't make a **Goodyear Pathfinder.**

The fabric used in the Goodyear Pathfinder is a special, closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

There's a whole lot more money in selling a tire that lasts, and can be repaired, than the other kind. When a tire goes to pieces before it has given any service, it makes the customer *sore*, no matter how little he paid for it. He forgets that.

But 600 dealers—one to a town—in all parts of the country are making money and increasing business on the Goodyear Pathfinder Single Tube Tire.

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Write us if we are not represented in your town. Get our proposition.

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saddle and if you are familiar with the appearance of other saddles, its superiority even in looks, is bound to impress you. Its style and regard for details distinguish it in any company.

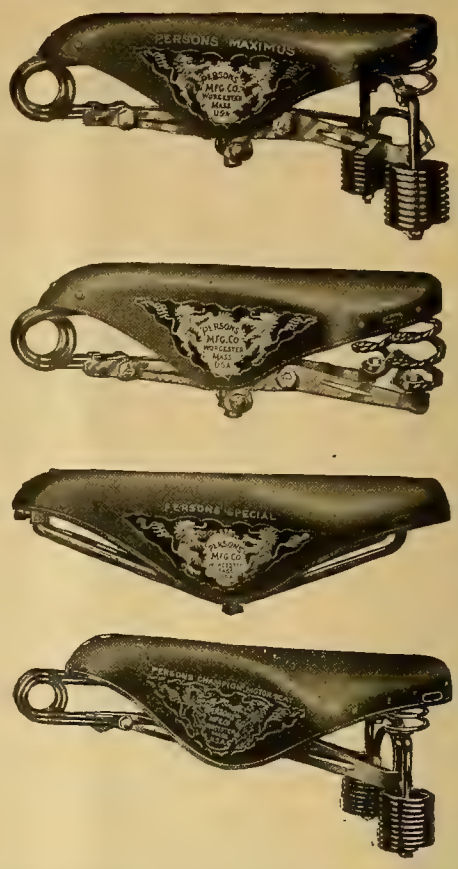
Sit on a Persons

and the longer you sit on it the stronger will be your conviction that it is as superior in service as it is in appearance.

Any bicycle or motorcycle manufacturer who has regard for real quality will supply a Persons without quibbling. It costs more than the other kind because it is worth more.

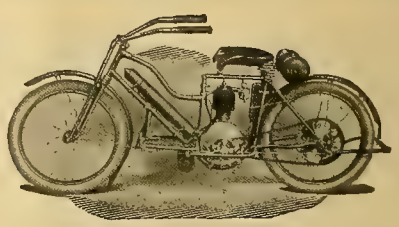
PERSONS MFG. COMPANY

Worcester, Mass.



THIS PROVES WHAT WE CLAIM

That the New Era Auto-Cycle is the Greatest Hill Climber on Earth



SOUTH DENVER GARAGE
263-265 S. BROADWAY

Denver, Col., June 3, 1910.

NEW ERA AUTO-CYCLE CO., Dayton, Ohio:

Gentlemen:—Mr. Pratt of our company has just returned from a trip through the towns north of here. At Boulder he made a record that you might like to hear about. Just out of Boulder there is a hill known locally as "Bummer's Hill." It is about a mile long, very steep and rough, part of it having a 43% grade. He went up the hill in 45 minutes. The only trouble he had was heating of the engine, which might naturally be expected, and, of course, had to wait for it to cool. The hill is so steep that a man can not stand and hold the machine when resting. Mr. Pratt let the stand drag all the way up, and when he wanted to stop, he simply let the machine drop back on to the stand by gravity.

The people around here say that the only motor vehicle that ever went up that hill before was a 60 H.P. automobile, and that it took two hours on the trip.

The machine Mr. Pratt used was a 5 H.P. New Era Auto-Cycle, No. 424, which you sent us recently. We think this is quite a record, and know of no other machine that can equal it.

Yours truly, SOUTH DENVER GARAGE,
By R. A. Thompson.

Send for catalogue and terms to agents.

THE NEW ERA AUTO-CYCLE CO., No. 2 Dale Avenue, Dayton, Ohio

FISK Quality

THE *QUALITY* SERVICE DEPARTMENT of the Fisk Rubber Company commands the admiration of customers and competitors alike. It is unique in the tire industry—a natural outcome of the Fisk policy of honest manufacture and solicitation, even after the tires have reached the hands of the consumer.

THIS SERVICE DEPARTMENT IS A GREAT CLEARING HOUSE for tire ills, where cases are reviewed and honest recommendations made. In each Fisk Branch is found a station of this service—a factory in miniature, fitted with every modern convenience for repairing *any make of tire.*

EXPERT WORKMEN ARE RETAINED the year round regardless of trade conditions, so that the quality of the service may always be up to the Fisk Standard.

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THIS SERVICE DEPARTMENT is in charge of a Fisk factory expert, who gravitates from one station to the other, giving advice as to the latest and most approved methods of tire handling. It has brought many a recruit to the compact army of Fisk followers. Courteous and intelligent treatment and expert workmanship have reflected the character of the entire organization, of which the service is a part. The result has been another satisfied user of Fisk products.

We give the branches below. Visit the one nearest to you. Ask to see the Service Department and judge for yourself. Or write us direct for further information.

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Department E
CHICOPEE FALLS, MASS.

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East
Boston, Springfield, New York, Philadelphia, Buffalo.
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Denver, Seattle, Los Angeles, San Francisco.
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Cleveland, Detroit, Chicago, St. Louis, Minneapolis, St. Paul, Kansas City, Mo., Atlanta.

DEPARTMENT

FAY JUVENILE BICYCLES

Push the Sale of Fay Bicycles During Vacation Time.

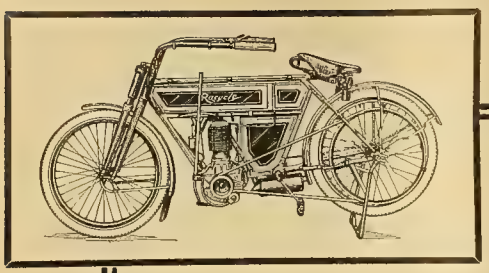
With lots of time to ride, a bicycle during the vacation period will appeal to the boys and girls with greater force than at any other time of the year.

At the seashore too, or the country and mountains, they can make great use of a wheel.

Keep a few Fay Juveniles in stock and be ready for this trade opportunity. Prompt deliveries mean quick sales.

FAY

THE POPE MANUFACTURING CO.
Hartford, Conn.



Here's Still Another

FREDERICK A. BRUMMITT
Bicycles and Sundries
27 AND 28 GUILD ROW

Boston, Mass., June 10, 1910.

The Miami Cycle & Mfg. Co.,
Middletown, Ohio.

Gentlemen:--

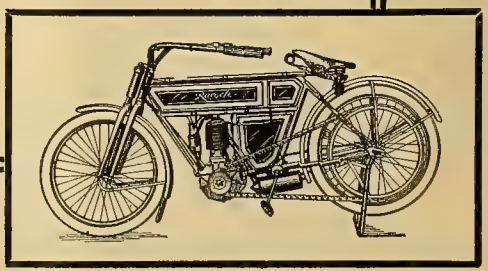
I can say that the "Racycle" Motorcycle has far surpassed my expectations. Have given it some very good tests, and, as a hill climber, will expect to see some records to its credit this year. My prospective customer bought it on sight.

Yours very truly,
F. A. BRUMMITT.

Our best reference is the man who owns one of our machines.

WE WOULD LIKE TO HEAR FROM YOU.

THE MIAMI CYCLE & MFG. COMPANY
Middletown, Ohio
Members M. M. A.



THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED · 1877 ·

Vol. LXI. New York, U. S. A., Saturday, July 2, 1910. No. 15

TIRE PRICES AGAIN GOING UPWARD

New Figures not yet Obtainable, but Increase is Certain—Present State of the Rubber Market.

For the second time this year, the price of bicycle and motorcycle tires is likely to be advanced. In fact, in one instance, the advance already has been made, although the new figures have not yet been announced. Yesterday the price of automobile tires again went upward and the increase in the smaller tires used by the bicycle and motorcycle trade will represent, practically, a sympathetic movement.

The increase in the price of automobile tires approximates 20 per cent., but most of it is represented by a shortening in discounts to dealers, very many of whom have been prone to sell such goods at cut prices. The tire manufacturers believe that by thus shortening the discounts, and, therefore, the scope for price cutting, that an element of evil will be lessened if not eradicated and at the same time the public will not be required to bear the entire burden.

The Fisk Rubber Co. is the one manufacturer which already has increased the price of its bicycle tires, but beyond stating that the advance will not be as great as in the case of the automobile tires, the New York branch of the company is not in position to give the new figures that have been decided on.

At the New York branches of both the Goodyear Tire & Rubber Co. and the Continental Rubber Works Co., it was learned that a new and higher schedule of prices on bicycle and motorcycle goods probably will be announced next week. At the other New York branch stores, it was stated that no information concerning an increase of price has been received from headquarters, but that it is expected at any moment.

After having touched the $3 per pound mark which was predicted for it, rubber has executed a downward slide and then an upward swoop, until now it is at about $2.35 per pound, after having gone as low as $2.15 per pound three weeks ago. Although the fact that it is lower than at previous times is taken as a promising symptom, it is recognized that if purchasers were to go heavily into the market the price again would soar. For this reason the tire makers and others are keeping a more or less general compact not to buy.

Speakers Selected for Trade Banquet.

Hon. J. Sloat Fasset, member of congress from New York state, is to be the principal speaker at the banquet of the Cycle Parts and Accessories Association at Atlantic City on August 5th. It will be the first time that the trade has been addressed by a man of such national prominence. Mr. Fasset will respond to the toast "The Merchant Marine Service." He was secured through the good offices of President Webster, of the C. P. A. A., who, like Mr. Fasset, is a resident of Elmira, N. Y.

The other speakers at the banquet will be Col. George Pope, of Hartford, one of the "noblest of the Romans," and P. R. Robinson, president of the National Association of Bicycle Jobbers, who two years ago electrified the meeting at Atlantic City by a whirlwind address. President Webster, of the C. P. A. A., of course, will make the address of welcome. As previously announced, W. L. Gorton, of Cleveland, will act as toastmaster.

Rosenblum Goes Into the Business.

Maurice Rosenblum, who has been prominently identified with bicycling club affairs in New York City for several years, has opened a bicycle store and repair shop at 306 East 48th street, New York City. For the present he will confine his efforts to the sale of Columbia and Pierce bicycles but expects to take on motorcycles shortly.

PROTECTING PRICE BY PATENTS

Even Use of Lock Nuts on Bicycles Holds Possibilities—But Position of Bath Tub Trust "Gives Pause."

As a means for preventing ruinous competitive price cutting among the manufacturers of jobbing cycles, the suggestion that the makers equip all their machines with coaster brakes, under a license arrangement which would prohibit their selling the complete machines for less than fixed figures, as explained in last week's Bicycling World, has created come little talk and speculation. There are those, however, who believe that the same idea could be carried out quite as successfully with some other patented article, that would cost less than coaster brakes while being as efficacious for patent license purposes. Objection also has been made that such schemes are in danger of Federal interference and prosecution. The recent steps toward prosecution of the so-called "bath tub trust," for maintaining prices by a similar plan are cited as showing that there may be limitations to the "licensing" idea.

"If the patent license plan for maintaining prices among rival manufacturers is sound," said a trade commentator, in discussing the suggestion outlined last week by the coaster brake man, "it could be applied just as well with any one of a number of other patented articles beside coaster brakes. The manufacturers of jobbing cycles could bind themselves to use one patented lock nut on the rear axle of each bicycle, and could obtain from the patentee of the lock nut a form of license which would compel them to sell each bicycle thus equipped at a certain price and no less. The form of license could provide a $10 or $20 penalty for each bicycle not equipped with a lock nut, so that it would not be

worth while either to omit the lock nut or to violate the license by cutting prices when the bicycles were equipped with lock nuts.

"In fact," he continued, "I see no reason why the same thing could not be done with a patented name-plate, a patented oil hole cover, a patented spoke nipple or a patented wheel rim. A special form of license could be obtained from the patentee in each case, with provisions and penalties that could be carried to the Federal courts for enforcement.

"There is a question as to how far the license plan may be carried under the law," he declared. "While the Federal courts always have inclined toward a full protection of the inventor's rights and a sustaining of almost any form of license that he might wish to impose, covering the sale or use of his invention, the use of patents for forming price agreements among rivals, as suggested for the cycle makers, is becoming so flagrant that the Government now is going into the question of how to break up the practice, without attacking the patentee's legitimate rights.

"At present the Department of Justice, at Washington, through its attorneys in various cities, is making things warm for what is known as the bath tub trust. It appears that the principal bath tub makers of the country some time ago entered an agreement to maintain prices under a patent license system. All of them have taken out a license under some minor patent relating to enamelling the tubs, and the license provided a fixed scale of prices at which the various sizes of tubs be sold. The prosecution is trying to show that the provisions of the license are unreasonable and improper, and to attack the parties to the agreement separately for trade restriction, but the litigation has not gone far enough yet to show whether the license plan can survive a determined attack."

Neverleak Suits Against Two Floridans.

The Buffalo Specialty Co. has instituted two more suits in the United States court against alleged infringers of their Neverleak patent, No. 578,551. Fred S. Allen, of St. Augustine, Fla., and Herman G. Marzick, of Jacksonville, Fla., are the defendants in these most recent actions. As the Buffalo company has inspectors covering the country searching out infringers of their patents, other suits are in prospect.

Stepney Rim Manufacturers Incorporate.

The American Stepney Co., which manufactures steel rims for bicycles and motorcycles, has incorporated under the laws of New York with $100,000 capital. L. W. Lissberger, J. Jacobs and W. H. Mosher are named as corporators.

Armac Adds to its Capitalization.

The Armac Motor Co., Chicago, has certified to an increase of its capital stock to $75,000. Previously its capitalization was $50,000.

"WORTHLESS ROCK" NOW VALUABLE

Emery Once Useful Only for Ballast—Where it Comes from and How it is Made Marketable.

When a motorcyclist buys a little tin box of valve grinding compound and pays anywhere from a quarter to half a dollar for it, he may solace himself with the reflection that only a few years ago, relatively speaking, the mineral which forms its principal ingredient was brought over as ballast in ships returning unladen from ports in the Grecian Archipelago and Asia Minor. Several of the same ports whence used to come the supposedly worthless rock, then valued only for its weight, today are important shipping points for the emery of commerce. Although as compared with the demand for iron and steel ores, emery is not marketed in huge bulk, yet it has become a very valuable article of commerce and its use is increasing rapidly, notwithstanding the encroachment upon its field of the artificial abrasives produced by means of the electric furnace.

Naxos emery is imported from an island of the same name, which is owned by Greece, and the Naxos mines are owned and worked by the government. Turkish emery, which differs in some of its properties, and hence in its market value, from the Grecian and American varieties, is brought down to the seaports of Asia Minor by the camel-back transportation system which prevails locally, as it has for centuries in the movement of all commodities too heavy or bulky for mules to carry. Although deposits of emery exist in the state of Kansas, the quality is inferior and the deposit insignificant. The bulk of American emery comes from mines in the vicinity of Peekskill, N. Y., a fact little known even to New Yorkers, despite the fact that Peekskill is less than 50 miles removed from the big city.

Like most minerals, emery, in its native state, occurs intermingled with other materials and requires more or less refinement before it is fit for use. Iron is one of the ingredients which exists in several varieties, its presence limiting the cutting value of the emery because it reduces its hardness. American emery contains about 45 per cent. of iron oxide and is the softest emery produced. Turkish emery contains anywhere from 15 to 25 per cent., while the Naxos emery, which is of different composition, contains about 65 per cent. of alumina.

For grinding purposes, the abrasive must fracture readily, presenting sharp new grains each time abrasion takes place on the cutting agent, whether a wheel or powder, and thus continually presenting a sharp surface to the work. If, instead of fracturing in this way, the cutting points simply wore down, as is true of the teeth of a file, for example, the life of the abrasive would be very short. The Naxos emery, which has an excellent fracture, is very hard, and does not "break down" under pressure, as do some of the softer grades. Hence it is used largely for wheels. For polishing purposes, it is necessary for the cutting agent continually to present new, sharp grains to the working surface. Therefore, as the larger the percentage of oxide of iron, the softer the emery. Turkish and American emery are used for polishing, the former on "hard" work and the latter on "soft" work.

In being prepared for the market, the ore first is passed through great crushing rolls and is pulverized, after which it is passed through a series of screens made from bolting cloth. The screens of varying mesh separate the emery into grades of different sized grains, and the grades are distinguished by the number of threads to the square inch in the screens by which they are separated. Thus grades numbered between 8 and 60 are known as "coarse grain," those numbered from 70 to 180 are known as "fine grain," while the grades which are distinguished by the letters "F," "FF," "FFF" and "FFFF" are "flours." There are, in addition, still finer flours which are used mainly for grinding lenses in optical work.

Refinements in the manufacturing process constantly are going on, the most important being those having to do with the purification of the ore and the elimination of micaceous materials. For this purpose about 50 per cent. of the emery now produced is washed with water and then blown with a fan to remove the lighter minerals which are mixed with it in the native state. This, while increasing the cost of the abrasive, has the effect of rendering it more efficient as a cutting agent and also more durable. According to the Scientific American, the consumption of emery in this country during the year 1909 was no less than 9,000 short tons.

Window Display Calls Fire Engines.

H. A. Gliesman, who otherwise is the Tiger Cycle Works, of New York, had a startling display in his show window on Saturday last; it was of the sort which even he himself had not anticipated. Gliesman is one of the few bicycle dealers who realizes the value of making his window attractive and who at each holiday dresses it in a fashion pertinent to the occasion. With the "Glorious Fourth" immediately ahead, on Saturday evening last he undertook to dress the window in red, white and blue, these colors being formed in attractive fashion by the vari-colored tissue paper now so generally available. A gas lighter which fell against the paper set it afire and a quick and merry blaze resulted. The fire department was called out, but no damage was done except to the goods in the window.

HOW CALCIUM CARBIDE IS MADE

Enormous Electrical Heat is Employed—Phenomena of its Formation and of its Action with Water.

Considering its great prevalence and cheapness; it is somewhat difficult to realize that only a relatively short time ago calcium carbide was an article too costly for commercial use; though its valuable properties were thoroughly appreciated, it was considered beyond the limits of everyday application. For its reduction to its present realm of great and growing usefulness credit is due the electric furnace, to which modern industrialism is so deeply indebted. During the sixteen years since it first became a marketable commodity, its application has advanced rapidly and still is widening.

"Calcium carbide is a strong compound of calcium and carbon, which is decomposed into lime and acetylene gas by the action of water," explains L. L. Barnes in the "Co-Operator." "It is made from coke and burnt lime generally in electric furnaces where large currents and low voltages are used and extremely heavy busbars are necessary. Currents as high as 40,000 amperes at 30 volts have been used. The current comes almost invariably from transformers, and, as the resistance of the charge varies rapidly with the temperature, some means of regulation is necessary. This is usually accomplished either by means of an induction regulator or by varying the transformer ratio by means of a dial switch or contactors.

"At the temperature of formation calcium carbide is liquid. As the actual formation of carbide occurs in the neighborhood of 3,000 degrees centigrade, all the ordinary refractory linings are unsuitable for its manufacture, and a frozen layer of the carbide itself is used for the furnace lining, the exterior of the furnace being air-cooled, although in Europe there are some water jacketed furnaces used.

"The principal use of calcium carbide at present is for the manufacture of acetylene gas, which is used for lighting and is beginning to be used for heating purposes on account of the very high temperature obtained when burning it with oxygen.

"Pure acetylene gas is credited with having a faint, sweet smell, but the smell given off by all carbide the writer has had the opportunity of examining has been quite the reverse of either faint or sweet.

"Various methods have been applied to overcome this serious drawback in the way of coating the carbide and by counteracting the smell by the application of strong sweet-smelling essences.

"Another feature in connection with the action of calcium carbide and water in the generation of acetylene is the amount of heat given off in the reaction. One pound of carbide, when brought into contact with water, gives off in its decomposition, 753 British thermal units which, in the absence of an excess of water, is sufficient to raise the temperature of the surrounding materials to a bright red heat.

"On this account, all apparatus for the generation of acetylene which is not provided with a sufficient water jacket to insure the dissipation of heat involved is liable to become heated to a dangerous point in case of too rapid a consumption of gas.

"To a certain extent calcium carbide resemblegs the electric storage battery, for while by present processes it requires the expenditure of from 2.0 to 2.3 horsepower hours to produce one pound of carbide, this may be conveyed to any distance, or stored for any length of time, if properly protected, and then the acetylene generated from it is capable of developing one horsepower for one hour if used for driving a gas engine."

New Luggage Carrier from Chicago.

With special regard for rigorous touring service, a steel luggage carrier for motorcycles, is being placed on the market by the Star Electric Co., of Chicago, Ill., the general design and appearance of the device being indicated by the accompanying

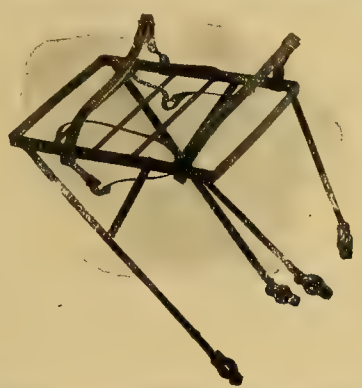


illustration. The total weight of the style shown, which is designated as the No. 1 carrier, is four pounds, and it is claimed to be capable of carrying 175 pounds or more. The luggage frame is 12 inches wide and 13 inches long, and is equipped with six leather straps. Suitable clamps permit the attaching of the carrier to the frame of any standard motorcycle.

The Usefulness of Fuel Strainers.

As a means of preventing many needless and sudden stoppages it is a good idea to equip the motorcycle with some one of the many forms of fuel strainer such as are on the market. The device is effective not only in clearing the gasolene of impurities such as might tend to clog the jet, but also in getting rid of any water which may be present as a result of condensation, careless handling or improper production.

INFRINGEMENT MAY SAVE PATENTS

Helps Prevent Revocation of Patentee's Rights in Great Britain—Important Patent Office Decision.

Not many manufacturers have reason to regard infringers as a blessing, but that the latter sometimes may really act in this role, in the case of manufacturers with British patents, is shown by the unusual turn that has been given to Great Britain's patent act of 1907, which permits the revocation of patents that are not adequately "worked" in Great Britain. The discovery has been made that even where the patentee has failed to work his patent to a sufficient extent to prevent its revocation, the patent still may be maintained in full vigor if infringers have worked the invention in Great Britain during the period.

This development of the legal situation has been brought out during the course of recent litigation involving a group of British automobile patents, which were in danger of revocation by reason of the fact that the patentees were manufacturing outside of Great Britain instead of in that country. It was shown that although there might be doubts as to whether manufacture under the patents had been conducted in Great Britain by the patentees to an extent that would prevent revocation, there was an extensive manufacture by British infringers, which if taken into account would constitute ample working of the patents.

The question, as presented to W. Temple Franks, the comptroller-general of the Patent Office, was whether in comparing the manufacture at home and abroad, the amount of manufacture by infringers in Great Britain can be taken into consideration, or whether the only manufacture on which the patentee may rely is manufactured by himself or his licensees.

In making his finding for the patentee, the comptroller-general says:

"The question which I have to decide appears to me to be concluded by authority, and I decide that manufacture by infringers in this country must be taken into account if in favor of the patentee. The consequence of this is that upon the admission of the applicant for the purposes of this decision, the patentee is entitled to a finding in his favor."

To Loosen a Contrary Piston Ring.

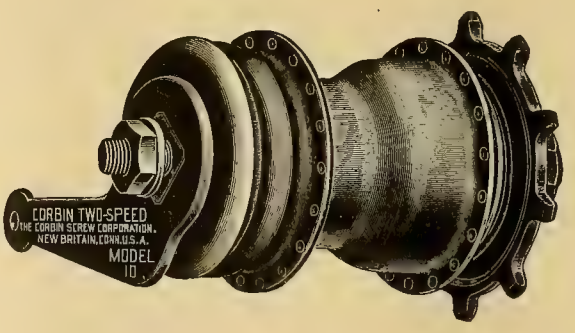
When difficulty is experienced in removing a piston ring because it is stuck in its slot, the piston should be put to soak in a pail of kerosene oil for several hours. Afterward the ring may be loosened by tapping it gently all around with a block of wood. A hammer should not be used for the purpose, as it would be likely to break the ring, which would be one way of getting it off, but not a desirable one.

How Many Bicycle Riders Have Remarked:

"Coaster brakes are all right; I wouldn't want to ride a bicycle that was not equipped with one. But, if someone would give us something that would help us uphill as well as down—say, that would be the 'real thing'!"

The riders who talk in this strain are the ones who are not familiar with the

CORBIN
Two-Speed Coaster Brake



It helps the cyclist up the hill as well as down.

Dealers who are seeking to create new business, will find no better business-builder anywhere.

CORBIN SCREW CORPORATION, New Britain, Conn.

Licensed Coaster Brake Manufacturers.

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NEW YORK, JULY 2, 1910.

"Enclosed please find renewal of my subscription for the Bicycling World. I would not feel right if I missed an issue."—L. N. Stringer, St. Louis. Mo.

Cultivating the Agricultural Classes.

That bicycle and motorcycle dealers are missing a glowing opportunity in not making special efforts to develop the outlying portions of their territory is a conclusion remarked before and brought home by even a moment's consideration of the trend among the farming class. In other lines, it is recognized that the farmer no longer is the amusing hayseed of the cartoons, but is a respectable citizen honored in proportion to his growing wealth and patronizing every industry that he can be persuaded is catering to his own comfort and conveniences. But it also is recognized that the farmer has got to be "shown" before he will buy, and that he must be sought out by active and forceful means if the most profitable returns are expected from him.

"You cannot live without the products of the land," it is explained by those who wish to emphasize the farmers' importance in the community. "You cannot have the products of the land without someone to till it and make it yield the needed product." And you cannot expect your worthy agriculturist to go on agriculturing generation after generation without affording him proper encouragement; assisting him to avail himself of all the benefits of modern civilization. Therefore, wise and farseeing distributors are doing their best to afford the farmer the encouragement which he deserves—at a profit to themselves.

The plan of farm to farm solicitation and demonstration is one method of "encouraging" the worthy agriculturist that has become amazingly profitable to those who have tried it. Sewing machines, farm implements, furniture, patent medicines, small wares, and, latterly even automobiles have been and now are being sold throughout the prosperous districts with tremendous success and at surprisingly low cost to the seller. The reason being that at home the farmer and his family are not girded about with the armor of distrust and niggardliness which usually is attributed to them and with which they often do adorn themselves when they go to town. When they are right at home and are shown why and how a certain thing would be useful to them—when they are persuaded to want it, where they want it, so to speak—they are easily convinced.

Farmers need motorcycles and bicycles to "run errands" with; to go to the village for the mail, to visit outlying sections of their lands, to go to church, to the county grange, to town meeting, and to see their neighbors. Their children need them to go to school; their young men need them to go to the ball game and to visit their best girls; their best girls need them for many of the same reasons. Now that the era of good roads is in sight, the last barrier to the use of cycles in the rural districts is removed.

For years the mail order houses have been applying their "long arm" methods to the sale of bicycles and their efforts have been well rewarded. It remains for the local dealers and the general sales managers, who work by personal effort, to see the advantage of meeting the farmer in his own dooryard instead of trying to coax him to come to the store.

A few touring "missionaries" sent through the prosperous and fertile regions of many states just now, particularly the middle western and western ones, doubtless would earn their way and pay good dividends from the very start. The original farm to farm canvasser was the gold brick man. But just because his purpose was an illegal one is no reason why the methods by which he won his fortunes should not be studied, approved and adopted. There is no law against employing the tricks of the lawless, provided they are applied to lawful ends, and personal solicitation is the surest means of obtaining such results.

Moving Right Way by Wrong Method.

When the revised constitution and by-laws of the F. A. M., which go into effect in August next, were being adopted at the special meeting held in Chicago in February last, an effort was made to change the form of government to the delegate system but the effort was defeated. Despite the fact, it now is stated that the committee which drafted the revised regulations and which supposedly went out of existence, was "instructed by the Chicago meeting" to formulate amendments providing for a delegate convention, and such amendments have been drawn and are to be submitted for adoption at the annual meeting in Philadelphia in August. The Bicycling World long has favored the formation of a central congress made up of delegates. It is absolutely essential to the future well-being of the F. A. M., which has outgrown the present "town-hall" type of annual meeting. It is a system which long has been apparent must be adopted, and it is a hopeful sign that some of those who opposed it or failed to favor it in Chicago five months ago are now in a different frame of mind. But however desirable, its adoption should be brought about in legal fashion and in a manner that cannot afterward give rise to question or technicality. Up to the time of the adjournment of the Chicago meeting, we know that no such "instructions" as those now reported were given and, anyway, as the new constitution and by-laws do not become effective until August, and as the members of the F. A. M. have not ever seen them, officially, it scarcely will be legal to alter them in the manner proposed. The move is in the right direction, but let the manner of moving also be of the right sort.

"Enclosed is my subscription for the Bicycling World and Motorcycle Review for another year. I wish to express my appreciation of the untiring efforts you are making for the good of the sport and trade."—Miles McIntyre, Grants Pass, Ore.

EIGHT PERFECT IN QUARTERLY RUN

Contest from New York to Poughkeepsie Gives Excelsior Team a Clean Score —Minor Mishaps.

Interest and enthusiasm in the New York Motorcycle Club's Quarterly Trials evidently is not as keen as it was a few months ago, or else the changes in the rules have not met with favor, for less than half the number of starters in the first trial last April turned out for the second of the series on Sunday last, 26th ult. Comparing the figures, 15 started in the second quarterly as against 38 in the first, and of the 15, 13 finished, of whom 8 had perfect scores. In the spring quarterly 20 survived and 14 came through without penalization. Duplicating the performance of the Merkel quartet in the first quarterly, the Excelsior team maintained a spotless record in last Sunday's function, being the only team so to do, and as a result is tied with the Merkel quartet for the G & J trophy, each having one leg on the prize. It will be awarded to the team making the best total score in the series.

Three teams started as against five in the first trial; they were composed as follows: Excelsior team—A. C. Klages, C. D. Gordon, S. Sturges, S. T. Kellogg; Merkel team—J. F. McLaughlin, H. B. Lyon, W. J. Teubner, A. G. Chapple; N. S. U. team—Fred Voelker, A. H. Bartsch, W. Woods, D. Molin. The only unteamed riders who started were Kreuder and Cox.

Although the starting hour was advanced to 4 a. m. the $2 sanction fee applied, and a good many of the starters got very little sleep, some staying up all night working on their machines. The men were sent away from the New York club's quarters and had a straight run to Poughkeepsie, the intermediate checking stations at Tarrytown and Peekskill being eliminated on this occasion. However there were two secret controls in charge of M. E. Toepel, to restrain those with scorching proclivities. The first was located 28 miles from New York going up, and Cox and Eckerl were tripped here. Coming back the riders ran into the second secret station 5 miles the other side of the first one, and McLaughlin, Tuebner and Lyon, all on Merkels, were fined here for early arrival.

In addition there were two hill tests, at Tarrytown and Peekskill, but there were no checkers stationed here, the riders' word being taken as to their performances. According to their statements, all climbed the hills without pedaling. Penalizations were at the rate of 2 points per minute, with 2 minutes leeway at all controls for variation in watches.

Kreuder was eliminated by a broken valve and Voelker met a motor car on a turn and steered into the ditch to avoid it, smashing the front part of his machine. McLaughlin and Lyons had a run of tire trouble, due mainly to blowouts, and Kellogg and Bartsch got tangled up in a spill at Tarrytown and both were quite severely bruised. Of the honor men in the first quarter, four, Klages, Sturges, Kellogg and Chapple, repeated on Sunday and will receive gold bars, while those who won the coveted mark for the first time will receive gold medals. The results are given below:

A. C. Klages	3½	Excelsior	S. Sturges	4	Excelsior ...1,000
C. D. Gordon	4	Excelsior ...1,000	S. T. Kellogg	4	Excelsior ...1,000
			A. G. Chapple	7	Merkel 1,000
			W. Woods	4	N. S. U.....1,000
			A. H. Bartsch	6	N. S. U.....1,000
			D. Molin	4	N. S. U.....1,000
			S. Eckerl	6	N. S. U..... 998
			J. J. Cox	6	Merkel 996
			J. F. McLaughlin	7	Merkel 978
			W. J. Teubner	6	Merkel 978
			H. B. Lyon	7	Merkel 948
			F. Voelker	3	N. S. U..... Out
			A. Kreuder	4	M. M..... Out

COMING EVENTS

July 2, Rochester, N. Y.—Rochester Motorcycle Club's racemeet at Crittenden Park track; open.

July 2, Grand Rapids, Mich.—Western Michigan Cycle Club's 15 miles handicap road race; open.

July 2, Salt Lake City, Utah—Opening motorcycle race meet at Wandamere Motordrome.

July 2, 3 and 4, New York City, N. Y.—Harlem Motorcycle Club's 266-miles run to Atlantic City and return; open.

July 2, 3 and 4, Chicago, Ill.—North Shore Motorcycle Club's motorcycle race meet at Hawthorne mile track; open.

July 3, Jersey City, N. J.—National Road Club's run to Seaside, Rockaway, N. Y.; open.

July 3, San Jose, Cal.—California Associated Cyclists' annual 100 miles team relay race.

July 3-4, Petaluma, Cal.—Motorcycle race meet at Petaluma track; open.

July 3-4, New York City—Bohemian Bicycle Club "Praha's" 100 miles pleasure trip to and outing at Bohemia, L. I.; open.

July 4, Salt Lake City, Utah—Motorcycle race meet at Wandamere Motordrome; open.

July 4, Wichita, Kan.—Motorcycle race meet; open.

July 4, Baltimore, Md.—Bicycle race meet at Yockle's park; open.

July 4, Libertyville, Ind.—Motorcycle race meet; open.

July 4, Urbana, Ohio—Urbana Motorcycle Club's race meet; open.

July 4, Scotch Plains, N. J.—Scotch Plains Bicycle Club's race meet; open.

July 4, Youngstown, Ohio.—Mahoning Motorcycle Club's race meet; open.

July 4, Grand Rapids, Mich.—Western Michigan Cycle Club's 15 miles handicap road race; open.

July 4, Beaumont, Tex.—Jefferson County Motorcycle Club's race meet; open.

July 4, North Wildwood, N. J.—North Wildwood Automobile Club's motorcycle race meet on speedway; open.

July 4, LaSalle, Ill.—Illinois Valley Motorcycle Club's race meet; open.

July 4, Los Angeles, Cal.—Overland Wheelmen's bicycle road race; open.

July 4, La Salle, Ill.—Illinois Valley Motorcycle Club's racemeet at Driving Park track; open.

July 4, North Manchester, Ind.—Twelve miles motorcycle road race; open.

July 4, Newark, N. Y.—Empire Racing Association's motorcycle race meet at fair grounds track; open.

July 4, Great Neck, N. Y.—Great Neck Athletic Club's 15 miles motorcycle race; open singles.

July 4, Cleveland, Ohio—Cleveland Motorcycle Club's sealed time run to Geneva and return; open private owners.

July 4, Pittsburg, Pa.—Pittsburg Motorcycle Club's hill climb on Grant boulevard; open.

July 4, Birmingham, Ala.—Motorcycle races at fair grounds track; open.

July 4, Lebanon, Ind.—Indiana Motorcycle Club's motorcycle race meet at fairgrounds track; open.

July 4, Jacksonville, Fla.—Jacksonville Motorcycle Club's race meet at Pablo Beach; open.

July 4, St. Joseph, Mo.—Motorcycle race meet at Lakeside one-half mile track; open singles.

July 4, Savannah, Ga.—Savannah Motorcycle Club's motorcycle race meet; open.

July 4, Jamaica, N. Y.—St. Monica's field day; bicycle races.

July 6, McKeesport, Pa.—Bicycle road race; open.

July 8-9, Lousville, Ky.—Louisville Motorcycle Club's race meet at Churchill Downs mile track; open.

July 23-August 1, New York City—Century Road Club of America's first annual voyage and tour of the Bermuda Islands.

July 23, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's race meet at mile dirt track; open.

July 24, San Francisco, Cal.—San Francisco Motorcycle Club's annual race meet at Concord track.

SLEEPY SPORT AT GUTTENBERG

Small Fields and Weary Riders Cause Long Drawn Out Proceedings—Goerke and a Fire Chief Enliveners.

In endeavoring to recoup its losses caused by rain earlier in the season, by running a double header meet at the Guttenberg (N. J.) track on Saturday and Sunday last, 25th-26th ult., the Manhattan Racing Association in its feverish concern only for the box office, lost sight of the fact that there is a limit to human endurance, and that riders who take part in two strenuous contests inside of 24 hours and lose a night's sleep in addition, are in no fit condition to sit in the saddle a third time within the same period.



COMING DOWN THE STRETCH AT GUTTENBERG

While Saturday's meet was permissible, the Sunday function should not have been held, for, of the handful of riders who participated in it, most of them had competed in the New York Motorcycle Club's second (and probably last) quarterly trial to Poughkeepsie and return, 150 miles, earlier in the day, and came directly to the track after finishing the road event. The "quarterly" had been started at 4 a. m. for this very purpose, but the result did not work out just as the track association expected when they "turned the trick." As might be expected, the riders' loss of sleep and hard ride up the Hudson river road left them pretty well exhausted, and they hardly were able to keep awake during the races. In fact, some of them were unable to ride in as many events as they would have liked to, and when not riding they were lying on the ground beneath the judges' stand fast asleep.

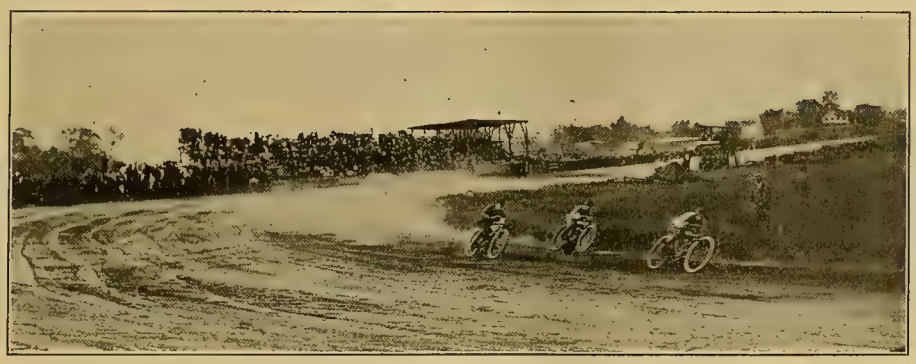
In view of these conditions, that no serious accidents occurred was remarkable. Another reason for the sparsity of riders was the rival meet of the New Jersey Motorcycle Club at Ryle Park. However, the crowd was a good one, 1,800 people being present, which, needless to remark, was most gratifying to the promoters, but its patience was sorely tried with the long delays between races and the meagre announcing, and if such neglect obtains at future meets the attendance is certain to shrink appreciably. Owing to the lack of riders the program was not adhered to, several impromptu events being put on, and the handicapping panned out poorly.

One of the best races ever seen on the track was the five miles challenge match between Goerke and Hart. Although Goerke outclassed his rival easily, he hung back and made things interesting for the crowd. In fact, he cut it so fine that the pair ran a dead heat, which brought loud cheers from the stands. Time, 5:31⅕. This was the second time this race was run, the first being called off through the exploding of one of Hart's tires on the turn in the second mile. In the run off of the tie, a mile heat, Goerke won easily by 5 yards. Time, 1:04⅗. Goerke had a walkover in the 5 miles handicap (30.50), being the only one to finish. Hart started to make a runaway but quit in the third lap while Gifford, Excelsior, froze his engine. Time, 6:19⅘. Six started in the novice handicap, 5 miles, which was won by Gifford, Excelsior, from the 1:20 mark. Louis Campana, Peugeot, was second. Time, 5:42.

The time trials were another gift to Goerke, who did not have to exert himself much to win. He was clocked for a mile in 0:57⅕, while Hart, R.S., did it in 1:02⅖. There was a bit of funny work in Hart's case, for although a majority of the timers caught him in 1:02⅖, which was duly announced, an interested party remonstrated and persuaded them to reverse themselves and agree on a new time of 0:59⅕, which also was announced as superseding the first figures. Of course this alteration made Hart's performance compare more favorably with Goerke's. Stockholder Chapple also started, but as his machine was skipping, no time was taken.

The 10 miles handicap was another event which had to be run over. In the first attempt, Chapple's feed pipe snapped at the carburetter connection, in the backstretch on the fourth mile, and instantly the machine was a mass of flame the fluid being ignited by the ports. Although traveling fast, and the flames spreading every instant under the forced draught, he managed to throw himself from the machine before being burned. The blaze caused quite some excitement among the spectators, many of whom broke for the scene of action. The fire was smothered with dirt and the machine was not seriously damaged, although put out of commission for the day. The race was stopped with Goerke in the lead. Not having another machine that was in running order Chapple did not ride in the second instalment, and the real struggle was between Goerke and Hart. Goerke won by 10 yards. Time, 10:45⅗. Gifford, who previously had loudly invited the crowd to go to Hades when they jeered him for being unable to start his machine, was greeted with cheers every time he passed under the wire.

The 25 miles handicap was changed to a free-for-all, and had three starters—Goerke, Hart and Chapple. Incidentally much surprise and talk was caused when Chapple appeared mounted on his old love, an Indian, which was loaned him by Goerke to make the event interesting. Goerke on a 7 Indian easily "had it on" the others, but allowed them to set the pace, going to the front himself occasionally to liven things up. Alternating in the lead the trio rode practically abreast for 24 miles, when Hart fell on the upper turn. Goerke was leading and beat Chapple to the wire by 10 yards. Time, 25:20⅘. The windup was a 5 miles consolation handicap and was won by Fred Mercier, Indian, from scratch. Time, 5:59⅕. This was an exciting race, Mercier gradually overhauling Lange, Indian (1:40) and nailing him at the wire in the last lap. The summaries:



WHEN THE GOING WAS YOUNG IN THE 25 MILE RACE

Sunday, 26th.

Five miles novice handicap, 61.00 class—Won by G. B. Gifford, Excelsior (1:20);

second, L. Campana, Peugeot (0:20); third, M. Costello, Peugeot (scratch). Time, 5:42.

Time trials, 61.00 class—Won by Walter Goerke, Indian, 0:37⅕; Frank Hart, R. S., 1:02⅖; A. G. Chapple, Merkel, not taken.

Five miles open, 30.50 class—Won by Walter Goerke, Indian. Time, 6:19⅘. No others finished.

Five miles match, 61.00 class—Dead heat between Goerke, Indian, and Hart, R. S. Time, 5:31⅕.

One mile heat to decide tie in match between Goerke and Hart—Won by Goerke. Time, 1:04⅗.

Ten miles handicap, 40.00 class—Won by Walter Goerke, Indian (scratch); second, Frank Hart, R. S. (scratch); third, G. B. Gifford, Excelsior (1:30). Time, 10:45⅗.

Twenty-five miles free-for-all, 61.00 class—Won by Walter Goerke, Indian; second, A. G. Chapple, Indian. Time, 25:20⅘.

Five miles consolation handicap—Won by Fred Mercier, Indian (scratch); second, C. H. Lange, Indian (1:40). Time, 5:59⅕.

Saturday, 25th.

The first day's race meet on Saturday, 26th ult., was conducted under the auspices of the Harlem Motorcycle Club, which was the first to take advantage of the track management's generous offer of 7½ per cent. of the gross receipts—this, however, applies only to week day meets and not on Sundays, when the money comes easily. Eight races were run and were comparatively uneventful. About 300 people witnessed the races, and the club's share of the receipts was as much as $3. The summaries:

Three miles novice, 30.50 class—Won by H. B. Lyons, Merkel; second, J. A. McKeever, Merkel; third, D. Rosen, Excelsior. Time, 3:43.

Ten miles handicap, 61.00 class—Won by Fred Mercier, Indian; second, Walter Goerke, Indian; third, Frank Hart, R. S. Time, 9:26.

Ten miles handicap, 50.00 class; Harlem M. C. members only—Won by Fred Mercier, Indian; second, Frank Hart, R. S.; third, D. Rosen, Excelsior. Time, 11:16⅗.

Five miles match, 30.50 class—Won by A. G. Chapple, Merkel; second, Walter Goerke, Indian. Time, 5:38⅕.

Five miles handicap, 30.0 class—Won by Fred Voelker, N. S. U.; second, Frank Seery, Indian; third, A. G. Chapple, Merkel. Time, 5:22⅗.

Six miles club team relay, 50.00 class—Won by Harlem team, Mercier, Indian, and Hart, R. S.; second, N. Y. Team, Voelker, N. S. U., and Buckingham, Indian. Time, 7:19⅘.

Ten miles handicap, private owners, 50.00 class—Won by D. Rosen, Excelsior; second, J. A. McKeever, M. M.; third, Frank Seery, Indian. Time, 10:05.

Twenty-five miles open, 61.00 class—Won by Walter Goerke, Indian; second, Frank Hart, R. S.; third, Frank Seery, Indian. Time, 25:32⅗.

DRUMMOND STARS AT RYLE PARK

Wins Match and Free-for-All—Lack of "Talent" Mars New Jersey Club's Little Falls Meet.

Slim attendance, both in respect to riders and spectators, marked the race meet promoted by the New Jersey Motorcycle Club and held at the Ryle Park half mile track near Little Falls, N. J., Sunday afternoon last, 26th inst. There were less than 200 persons in attendance when the first race was called at 3 o'clock. Considerable comment was made by these few spectators regarding the non-appearance of Goerke, Hart and other metropolitan cracks who had been widely advertised to appear.

Owing to the slim attendance some of the open events were eliminated and match races substituted, of which but one—the affair between Drummond and Segelbach—was finished only after three mishaps.

Drummond was the star of the abbreviated meet. In addition to winning the match against Segelbach, he won the 10 miles free-for-all handicap from scratch, and this was the prettiest race of the afternoon, as the margin of victory was close. In the 15 miles handicap for machines not greater than 50 cubic inches Drummond could not quite make up the distance, but finished second, William James, who started with an allowance of 2 minutes 20 seconds, capturing first prize. Both rode Indians. George Reichey, Yale, finished third.

The three miles novice handicap was won by August Krieger, whose Harley-Davidson was allotted 30 seconds. Krieger later rode a three miles match against James, on a 3½ Indian, but was defeated. The summaries:

Three miles novice handicap, 50 cubic inches—Won by August Krieger, Harley-Davidson (0:30); second, Andrew Bohson, Merkel (0:40); third, Peter Bohsen, Indian (scratch). Time, 4:57.

Ten miles free-for-all handicap, 61 cubic inches—Won by Percy Drummond, Indian (scratch); second, Andrew Bohsen, Merkel (2:10); third, August Krieger, Harley-Davidson (1:00). Time, 13:30.

Three miles match, 50 cubic inches—Won by Percy Drummond, Indian; second, Carl Segelbach, Indian. Time, 4:25.

Three miles match, 50 cubic inches—Won by William James, Indian; second, August Krieger, Harley-Davidson. Time, 4:45.

Fifteen miles free-for-all handicap, 50 cubic inches—Won by William James, Indian (2:20); second, Percy Drummond, Indian (scratch); third, George Reichey, Yale (0:50). Time, 19:45.

Cop Tackles the Wrong Motorcyclist.

At least one New York policeman henceforth will be more careful how he addresses motorcyclists. He is Bicycle Policeman Weissheir of the Flatbush station. Weissheir saw a motorcyclist on the wrong side of the street and in a manner not wholly strange to New York cops called out "What the hell are you doing over there?" coupled with other strong talk. The rider chanced to be one of Mayor Gaynor's secretaries, and he brought charges of insolence and using profane language against the policeman. After a trial, the commissioner reserved his decision.

Only Two Men Topped Spicard's Hill.

Twenty members of the Louisville (Ky.) Motorcycle Club held a climb at Spicard's Hill, near New Albany, Ky., Sunday last, 26th ult. E. M. Hughes, riding a 5 horsepower Indian, made the ascent in 18½ seconds, and with the exception of J. Zollner, who rode a 4 horsepower Indian, was the only one of the competitors to reach the top. Although only 300 yards long, the incline was exceedingly steep and had a bad turn. Zollner, who reached top in 21 seconds, had to resort to pedalling on the turn.

Poughkeepsie Sets New Date for Its Meet.

The long-postponed motorcycle race meet that was to have been held at Poughkeepsie, N. Y., on Decoration Day, but which was made impossible by rain, will be held on Saturday, July 23. It is expected that all the metropolitan cracks will compete, as there is no conflicting meet on that day. The Poughkeepsie Motorcycle Club, which is promoting the meet, announced that tickets which were purchased on Decoration Day will be honored at the gate.

"Jumbo" Wells Plays Fighting Man.

"Jumbo" Wells, the Australian professional, showed that he can fight as well as ride a bicycle at the Club Vendome, Newark, N. J., Tuesday night, 28th ult. Wells was matched against "Cyclone" Davis, a local heavyweight, and the Australian's debut was so successful that he is considering challenging the winner of the Jeffries-Johnson glove-polishing contest on July 4th.

New Velodrome Track for Mexico.

Work soon will be started on the new bicycle track and sports velodrome to be located on the extensive mesa of Mount Guadalupe, called Las Piadosas, near Pueblo, Mexico. The construction will be under the direction of the Club Ciclista Mexico, which organization purposes to spend $40,000 upon it.

F. A. M. Southern District to Meet.

Vice-President Hughes, in charge of the Southern District, F. A. M., has called a meeting of the district members to occur in Louisville, Ky., July 15th, at which the nominee for vice-president for the ensuing year will be chosen. It will be the first time the district ever has followed this requirement of the national constitution.

ROUGH RIDING IN THE SHASTAS

Cross-Continent Tourists in Picturesque Country, but Roads Lessen their Appreciation—The Week's Incidents.

Salt Creek, Cal., Somewhere in Shasta Range, June 20.—We now are in an interesting part of our cross-continent trip—in the Shasta range, between Redding and the northern state line. Mountains are everywhere; the road is steep, rough and rocky, up one hill and down another, "leaping from crag to crag."

At Redding they told us the road was so bad between that place and Dunsmuir that all the automobiles are shipped by railroad to avoid it, so you may imagine how rough it is for motorcycles loaded with 125 lbs. of luggage. Yesterday we made 22 miles and were glad to stop. We have traveled but 300 miles during last week since leaving San Francisco; but most of them were strenuous miles, full of excitement and incident. The last 30 miles have been of the hair-raising variety that makes a man pat himself on the back and congratulate himself that he got through alive. Over grades around the mountain side, where a slip of the wheel would send machine and rider 500 or 1,000 feet to the rocks below, the road so crooked and turns so sharp that one cannot ride over 6 miles an hour; the roadbed is full of loose rock from the size of a hen's egg to the size of a wash tub. The scenery is glorious, but we did not get a chance to admire very much of it.

We are camped now on Salt Creek where they say trout fishing is fine. While we are stopping here Monday Helgerson is up the creek fishing and I am writing my weekly letter to Bicycling World. The boy at the ranch here says the woods are full of all kinds of game—deer, bear, ducks, quail, squirrels, etc.

We left San Francisco Wednesday, June 15th, at 6 p. m., taking the boat to Vallejo, 30 miles across the bay, and came a few miles out of town and camped in a grainfield, using some man's shock of oats for a bed. We got in too late and left too early for him to catch us at it, so there was no objection raised.

Thursday we found good roads, and after I got used to riding with a load on my luggage carrier in the rear we made pretty good time, covering 135 miles. For a novice a heavy load of the sort is a hard proposition at first. The machine is top heavy and hard to start, and you have to be mighty careful how you turn corners and cross ruts. I was thrown twice that day, once in the sand and once in mounting. The latter fall was quite humiliating, as it occurred in front of a school house where about 20 girls witnessed my effort to make a pedal mount and failure to throw my leg high enough to clear the big pack I am carrying.

Friday, near Red Bluff, we got into the red hills, from which Redding and Red Bluff take their names. The soil is very red, sandy and prolific. The valley is sheltered and very warm, so that all kinds of fruit are raised. Near Redding the roads became abominable—bumpy, rough and dusty. Had my first trouble with my Indian. The connection to the oil tank broke, and it took two hours to fix it on the road. Made 90 miles and camped on Clear creek, near Redding. There is nothing clear about the creek but its name, and nothing running in it, not even mosquitoes or polywogs.

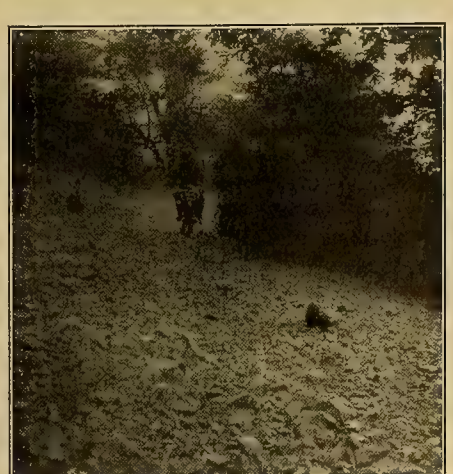
At Redding we stopped to clean up and overhaul our machines in a garage and to inquire for the best road to Spokane. It was astonishing what a variety of information we obtained. Taking it all and striking an average we decided to take the automobile road to Montague, which led through the mountains and was said to be very rough and rocky, but affording fine scenery and trout fishing. Starting after dinner, we jumped into exciting work almost before we were out of sight of town. At the first bad hill Helgerson's two-speed gear went to the bad and he could not use the low gear; so had to push up the hill. This he accomplished by using the friction clutch on high and running alongside his machine. At the first water we camped and tried to fix it, but found a sprocket nut had loosened and that both sprockets were wedged together. While he was repairing that I attempted to tighten my handle bars and twisted in two the bolt that drew up the expanding cone. This was a puzzle to solve; but finally I succeeded in a makeshift by screwing the bolt the other end



GLORIOUS SCENERY AND STIFF GRADES IN THE SHASTAS



IN THE SHASTAS; ALSO SHOWING THE LOADS WE ARE CARRYING



"FINE" ROAD NEAR SALT CREEK

up in the cone and driving the handle bars down with an axe.

Just before pitching our tent and when coming down a very steep mountain grade full of sharp and dangerous turns, with a bank on one side and destruction on the other, my brake failed to hold the heavy load and the machine commenced running away with me. I saw I could never stop it or make a hairpin turn ahead of me, so I steered into the bank on the upper side of the road, which was nearly perpendicular. The heavy machine struck it and ran up until it nearly turned backward; then it turned sidewise and rolled over twice, stopping just across the road at the edge of the chasm, the saddle hanging over the wall of rocks upon which the grade was built. Helgerson was ahead and out of sight and hearing at the time, and there was nothing to do but to alone lift the machine back to the grade by brute strength and awkwardness. I'll tell you it was a job, lifting 350 lbs. of top-heavy machine up on a steep grade. The accident bent my handle bars, forks and lamp.

At McCloud river we passed the United States Fishery, where 10 to 12 million salmon are hatched and put into the streams of California every year. A big dam was built with a trap in it to catch the salmon as they go up the river to spawn each year. They are held in spawning beds until they lay their eggs, which are put in the hatchery, and the minnows raised until they are about two inches long, when they are put back in the river again.

From the fishery, or Bairds, as the post-office is called, to Salt creek, where we now are, are six miles of the worst road I ever attempted on a motorcycle. The roadbed is full of sharp rocks, and there are not less than six steep divides to cross, with 20 to 30 per cent. grades, with sharp turns in the very steepest places. The last 25 miles have been harder on our tires than would 500 miles of decent roads.

It is simply wonderful how our tires are holding up. I have G & J tires on my Indian and Helgerson has Hartford tires on his Minneapolis. Neither have had a sign of tire trouble since we started—not a puncture, leak or slip. My tires contain the same air I left Los Angeles with—nearly 800 miles. The machines, too, certainly are getting a severe test. Worse roads I never saw. They have bumped over rocks that throw the machines sometimes crosswise of the road, sometimes up in the air till not a tire touches the ground. The frames are standing the strain splendidly. Helgeson broke his last week, as mentioned in my previous letter, but has had no more trouble, except with his two-speed gear, which keeps locking on him nearly every time he goes down a hill, but this is caused by a broken locknut that separates the two sprockets, and I think will cease when he gets a new nut. Our engines are doing magnificent work and giving no trouble. One of the greatest comforts of the trip are the Holmes & Kittle spring spanker seats, which take off most of the jolts. I don't believe we could stand the jolting if it were not for them.

Helgeson with his free engine clutch has an immense advantage on rough roads over an ordinary machine. He can let his clutch slip and go as slow as he wants over bad places, and if his engine begins to stall can let it run free until he gets started again. This is a most valuable adjunct to any machine in rough country.

H. D. JOHNSON.

Akron's New Cause for Neck-Stretching.

Just now Akron, Ohio, has more than tires and rubber to interest it and to test the elasticity of its inhabitants necks. A young woman who rides a motor bicycle is the new cause for interest and neck-stretching. She is Miss Leda Leslie, who, astride her Harley-Davidson, is the subject of the accompanying illustration. Miss Leslie is reputed a skillful rider, even if she did "get herself into print" by plunging through a plate glass show window. That was an accident that might have happened even to a masculine rider and "doesn't count," anyway.



MISS LEDA LESLIE, OF AKRON, OHIO

Automobiles Injure Four Motorcyclists.

Chicago had its share of accidents last week. On Saturday, 25th ult., a woman in an automobile ran down Thomas Lindley and Winfield Davidson, both riding motorcycles, and escaped before she could be apprehended. Lindley escaped with cuts and bruises, but Davidson was sent to the hospital with a compound fracture of the left leg, a broken rib, bruised head and body and internal injuries. Frank Blaume, also riding a motorcycle, was badly bruised when a taxicab bowled him over. The other accident the same day occurred to Edward Weber, a motorcycle policeman. He was chasing a speeding automobile and applied his brake at a street crossing. The brake seized and Weber was precipitated over the handlebars. A broken left arm and numerous cuts were his injuries.

Motorcyclists Form a Touring Club.

The Motorcycle Touring Club of New York was brought into being on Wednesday night last in this city. It marks a departure in motorcycle organizations in that it will have absolutely nothing to do with racing or speed contests. While it will not avoid contests of skill or of an educational nature, it will devote most of its energies to the promotion of touring and to elevating the standard of club life.

The officers chosen, none of whom are identified with the trade, are as follows: Dr. Charles H. Miller, president; Dr. F. Wise, vice-president; G. A. Ashley, secretary; F. J. Drier, Jr., treasurer; Stanley B. Thorpe, captain; A. N. McIntyre, 1st lieutenant; Harry E. Davis, 2nd lieutenant.

The charter membership was limited to twenty, which was filled before the meeting began. The membership of the organization will be limited to fifty and one black ball will serve to reject an applicant. The club will have its headquarters at 227 West 83rd street. Many of its members are former members of the New York Motorcycle Club, who have no interest in racing affairs.

BROOKLYNITES IN UNUSUAL RACE

Demans Wins Unpaced Team Handicap—First Event of its Kind—Empire Wheelmen Father a Novelty.

Ever on the lookout for novelties in racing, and progressive in many things that contribute to the general interest in cycling, the Empire City Wheelmen of Brookly held what properly is described as the "first American unpaced team handicap race" on Sunday last, 26th ult., in the borough of churches and perambulators, not to mention rubber plants and the home of Dr. Cook of polar "fame."

The unusual feature of the contest consisted in the fact that it essentially was a team race—two riders to a team—each team starting at one minute intervals, the fastest riders being started first to prevent any chance of "sleighriding." Fifteen teams were dispatched on the 15 miles journey by Captain Barnett, who was responsible for this novel event and similar races in which stereotyped methods successfully have been dodged. The following are the teams that started:

J. Becht-Demans, Fisher-Brown, Sorenson-Murphy, T. J. Murphy-H. Lind, Stofko-A. Rhodes, Hoppe-Seamon, Benichasa-Frommeyer, F. Becht-Kennedy, Mehrmann-Winges, Weinberg-W. Rhodes, Seegelher-Wellman, Anvera-Molloy, C. Brown-White, and M. Barnett, the last-named riding alone.

Time allowances up to 2 minutes 15 seconds were allotted by Handicapper Brown, who constituted one-half of the Fisher-Brown team, one of the honor markers. The fact that the prizes were awarded to the teams making the fastest elapsed times produced some curious results. Demans, of the Becht-Demans combination, having punctured early in the race, had the satisfaction of "rooting" from the side lines for his own team, as also had Hoppe, whose partner finished "in the hunt."

Despite the loss of Becht, Demans finished in 42:17, which was fast enough to win, this team starting from scratch. The Hoppe-Seamon combination finished in 43:08, and the allowance of 30 seconds placed them second in 42:38. Stofko and A. Rhodes were third in 42:57, with an allowance of a half minute, their actual riding time being 43.27.

Changes in the World's Championships.

The program for the world's championship meeting to be held in Brussels, Belgium, Sunday, July 17; Thursday, July 21, and Sunday, July 24, was announced last week. For the first time the distance of the amateur and professional sprint championships will be one kilometre instead of one mile, and the amateur title will be decided the first day of the meeting, as well as the amateur paced championship. On July 21, the trial and semi-final heats of the professional championship will be the feature as well as the preliminary heats of the world's motorcycle championship, to be held this year for the first time. The final day's program will include the final heat of the professional sprint championship, the final of the motorcycle championship and the 100 kilometres motorpaced championship for professionals, and this will probably be the only event in which America will be represented, as both Butler and Walthour expect to ride. In addition to the titular events other professional and amateur races will round out the program.

Indians Easy Victors in England.

As usual, Indian motorcycles made an excellent showing in Great Britain during the week ending June 11th. At the Aston hill climb promoted by the motorcycling section of the Herts County Automobile Club, C. M. Down and J. Thompson, both on 5 horsepower Indians, finished first and second, although the best showing was made by W. O. Bentley, also Indian; Bentley was disqualified because he was not weighed before the event. In the class for Tourist Trophy machines, Thompson finished second, his figure of merit being only a few points lower than was made by S. C. Perryman, the winner. At the Manchester M. C.'s climb near Woodhead on the same date, A. J. Moorhouse, the only Indian rider at the hill, had an easy victory, finishing in 2:25⅗—nearly 20 seconds faster than his nearest competitor. At the Cardiff M. C.'s hill climb in Wales on June 4th, W. P. Lester-Jones won the twin class with his Indian.

Motorcycle Injures Horse and Driver.

Reversing the usual order of things a motorcycle rider crashed into a horse and buggy in Louisville, Ky., one night last week, without injury to himself. The horse was being driven by Andrew Wepler proprietor of a livery stable, and according to his story one of two motorcyclists who were racing crashed into the side of his conveyance before he had a chance to turn out. Wepler sustained a broken arm, the carriage was demolished, while the horse was so badly injured that it had to be shot. The motorcyclist escaped without injury and without being identified.

Motorcycles for Hoosier City Engineers.

The city engineer and his aides in Indianapolis, Ind., will throw their archaic horse vehicle into the junk heap and ride motorcycles in the future, if City Engineer Henry Klaussmann has his way. He appeared before the council and explained that the horse rigs are not satisfactory and asked permission to sell them and purchase motorcycles for use in his department. It is likely that his request will be granted by the aldermen.

BERMUDA TOURISTS HAVE RIVALS

Residents to Participate in "Sports Carnival"—English vs. Americans—Commemorative Medals to be Provided.

"Sports Carnival Day," which is the offici tl designation of the day that has been set aside for an athletic meet in connection with the Century Road Club of America's first annual Bermuda Cycle Tour, this week assumed the prospect of an international duel between England and America.

When the steamship "Trent," which is to convey the tourists between New York and Bermuda reached New York City on Thursday, 30th inst., it brought a request from the Bermuda athletes that the athletic events be opened to all amateurs, and not restricted to the tourists. In support of their plea they cite the fact that such an athletic meet has not been held in Bermuda in years, and that the local athletes would like to have a chance to measure skill, speed and strength against the Americans.

Secretary Fred E. Mommer immediately conferred with the Royal Mail Steam Packet Co., who are donating the prizes, and as they were quite willing, he sent word to the Bermudians that all events will be open to white amateurs. A fine sports program and some interesting competition is thereby assured, for besides the native Bermudians there are about 5,000 British soldiers stationed in Bermuda and many of the "Tommy Atkinses" were prominently identified with athletics in England before enlisting in His Majesty's service.

As stated in last week's Bicycling World, the athletic meet will be held on Thursday, July 28th, instead of the day before, as originally had been planned, and the program is as follows: 11 a. m., one mile swimming race; 2 p. m., 5 miles handicap bicycle race from Government Hill to Flatts Village and return, two trial heats and a final; 3 p. m., 100 yards dash; 3:10 p. m., 1 mile run; 3:30 p. m., baseball game, Bermuda vs. America.

The order for the medals was given this week, and they will be struck from a commemorative die. The medals will be as unique as they will be pretty. On one side will be the emblem of the Royal Mail Steam Packet Co., a beautiful design showing the official red and white crown flag of the company on a light blue background, surrounded by name of the company in white letters on a navy blue background, edged by a gold rim. Surmounting the design is the British Royal Crown in four colors, and underneath will be a panel bearing the raised inscription, "Bermuda Cycle Tour." On the reverse side will be the insignia of the C. R. C. of A. and the figures "1910," topping it the name of the event, and underneath, the winner.

There will be three of these medals in each of the events, except the bicycle race, in which a solid gold medal probably will be awarded to the rider making the fastest time in that event, in addition to a long string of merchandise prizes being collected by the Bermuda dealers. The trophy for the baseball game will be a silver loving cup 24 inches in height, bearing the same design that will appear on the medals, which is equivalent to saying that it will be well worth winning.

The Standing of the Mile-Hunters.

Thomas LaRossa of Jersey City, N. J., and Emile E. Fraysee, of New York City, respectively led in the century and mileage competitions conducted by the Century Road Club of America on June 1st. In the century division the first 10 leaders are, 1, Thomas LaRossa, Jersey City, N. J.; 2, Arthur Dawson, Richmond Hill, N. Y.; 3, E. E. Fraysee, New York City; 4, Fred E. Mommer, New York City; 5, H. C. Sommer, Brooklyn, N. Y.; 6, H. F. Wienert, Jersey City, N. J.; 7, E. E. Ball, Boston, Mass.; 8, H. B. Hall, Whitestone, N. Y.; 9, Joseph Noe, Jersey City. N. J.; 10, Alfred H. Seeley, New York City. In the mileage contest the positions are: 1, E. E. Fraysee; 2, Thomas LaRossa; 3, L. A. Frayssee, New York City; 4, A. D. Dawson; 5, Joseph Noe; 6, E. Spillane, New York City; 7, R. G. Westervelt, Richmond Hill, N. Y.; 8, F. E. Mommer; 9, H. F. Wienert; 10, Alfred H. Seeley.

Miss Kramer's Neck and a Bicycle.

Clara Kramer, a Brooklyn (N. Y.) young woman, did not look as she stepped off a Sumner avenue trolley car Wednesday night of last week, and as a result stepped directly in front of a bicycle ridden by Samuel Walden of the same borough. Although both wheels of the bicycle passed over her neck, the Kramer woman was not injured. What happened to Walden is not recorded.

Youthful Adventurers Come to Grief.

John Popham, 14 years, and Alex Globenfeldt, 16 years, did not get very far when they "borrowed" bicycles and set out to see the world, starting from Los Angeles. They got as far as Riverside, Cal., when a dispute arose as to further progress, and the argument attracted the attention of a policeman, who later sent them back to Los Angeles, where they were placed under parole.

Big Club Still Retains its Cycling Title.

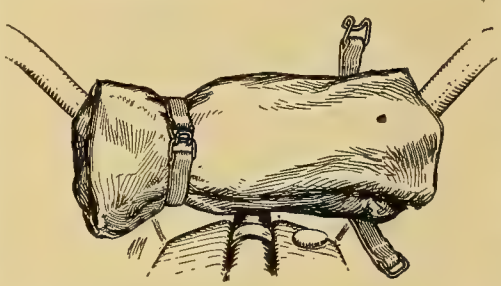
Although it has not for some years been actively identified with cycling affairs the Dayton (Ohio) Bicycle Club still retains its name and handsome clubhouse and philanthropic spirit. The club's orphan's outing has been made an annual fixture, and two weeks ago 350 foundlings were given "the time of their lives," the members' automobiles being loaned for the purpose.

TOURISTS AND THEIR LUGGAGE

What to Carry and How to Carry it—Toothbrush and Other Touring—Advantages of Rubber Clips.

Usually it makes me smile when I see a bicycle or a motorcycle loaded with luggage and note the means employed to keep it in place on the handle bars or on the rear fork stays. When the tourist has any baggage at all, as like as not he has too much of it and also a wonderful collection of straps to hold it secure.

Personally, I never enjoyed "touring with a toothbrush," nor could I sleep restfully in underclothing worn during the day. Lacking a tub, a sponge or a wet towel after a day of more or less dust and perspiration, is a pleasure in itself, and a lightweight nightshirt in which to sleep is



a gratification well worth while. There have been few years during the last twenty when either on a bicycle or a motorcycle I have not indulged in tours of from three days to six weeks duration, and since I cut my eye-teeth, a nainsook nightshirt, a change of underwear, a half-dozen so-called Japanese handkerchiefs, a fresh collar—low ones—for each evening—I never have inclined to celluloids—and a couple of spare neckties, not to mention a tooth brush and a pocket comb, have constituted my luggage. Compactly wrapped and protected in light, waterproof camera cloth, so-called, I have carried this luggage on my handle bars, securely yet flexibly held by nothing more complicated than a pair of the simple rubber clips, shown by the accompanying illustration, and which are produced by several of the tire manufacturing companies and sold by quite a few bicycle dealers and jobbers. While I want more than a toothbrush, I don't believe in overloading.

On tours of more than a week's duration I always expressed my satchel or trunk, containing my extra "wardrobe," to the hotels at which I planned to spend a day or more, during which time my soiled duds were laundered.

I have tried "toothbrush touring" and I've met the fellows who went for weeks with only the suit of underclothing they wore each day—and which they washed and dried overnight when occasion required—but I want none of that in mine. If I can't tour comfortably and feel clean when I retire and when I arise, I prefer not to tour at all.

I believe my outfit and my way of carrying it is pretty near to the ideal. The chap who does not know the gratefulness of a soft nainsook nightshirt and of soft Japanese handkerchiefs still has something to learn. They are not only soft, but can be compressed into remarkably small space, and with a suit of light balbriggan underwear, wrapped in a yard or half-yard of camera cloth, the package that results is both astonishingly light and comparatively inconspicuous.

The rubber clips referred to have been on the market for many years, but appear to be little known to the average cyclist or motorcyclist. If my memory serves me rightly, they first were designed for use as trouser clips and in heavier form were used by racing men as toe clips. They still can be made serve these and many other purposes — they are uncommonly "handy things to have around the house"—or wheel—and they cost but 5 or 10 cents per pair, depending on where they are purchased. It is desirable to have at least an extra one at hand, as of late years the rubber of which they are made is not as good as once was the case.

As luggage carriers I have found these clips par excellence. In securing the package to the handle bar, the only precaution to be observed is that of having the hooks pointing outward, as shown in the illustration; in this position the clips cannot become unfastened by the movement of the package, as would be the case if the hooks rested against it. The clips are quickly and easily fastened and even more quickly unfastened, and when the luggage is removed from the bar, they as readily are secured around it and thus keep the contents of the package intact. Being flexible, the chance of their breakage is practically nil, and for the same reason there is no pounding or noise and no jolt is likely to cause the package to affect the steering of the machine. Their nature is such that the package can be carried either in front or behind the head of the machine. Incidentally, even with a motorcycle I prefer to carry my luggage on the bar, where always it is in sight. I have known too many men who have lost their duds off the rear carriers. I knew one who carried his "Sunday clothes" with him for wear at hotels in the evenings. But the bundle dropped off and was never found, though he retraced his route for miles. B.

The Cost of a Loose Handlebar.

Failure to test his handlebars before starting on a ride cost Simon Monohan of Newark, N. J., a broken collar bone one day last week. Monahan's handlebars worked loose and he was precipitated headfirst against a tree. The police ambulance took the lad to St. Barnabas Hospital.

BEDELL SHINES AT PROVIDENCE

Fogler Finds a Mile Championship Easier with Kramer Away—Hill was no Match for Wiley.

Thanks to the rain, which caused the regular weekly meet scheduled for the Providence (R. I.) saucer Friday night last, 24th inst., to be held on Saturday night, championship honors came easier for Joe Fogler than otherwise might have been the case. As there also was a meet in progress at the Revere Beach track General Manager Chapman divided the riders between the two saucers, and for that reason Fogler did not have Kramer pitted against him, the latter being at Revere Beach.

John Bedell showed plenty of speed in both professional sprint races. In the championship the ex-Long Islander made Fogler ride all out, and in the three miles handicap Bedell trounced Fogler.

The motorpaced race seemed to take the fancy of the crowd, although it was not exciting, and the time was slow. Wiley, now one of the best followers in America, was matched against Fred Hill, of South Boston, a good sprinter who never had license to ride behind motors, as he certainly showed on Saturday night. Wiley followed his pace as though he were a part of the machine in contradistinction to Hill, who repeatedly wobbled and several times lost the roller. Scheller and Hollister divided the money in the shamateur events. The summaries:

One-half mile handicap, amateur—Won by Scheller; second, Morgan; third, Hollister. Time, 0:56⅘.

Three miles handicap, profesional—Won by John Bedell (50); second, Fogler (scratch); third, Halstead (150); fourth, West (160); fifth, Krebs (130). Time, 6:11.

One mile championship, professional—Won by Fogler; second, J. Bedell; third, Hehir; fourth, Krebs. Time, 2:21.

Two miles scratch, amateur—Won by Hollister; second, Wright; third, Passinger; fourth Scheller. Time, 5;06⅗.

Fifteen miles motorpaced, professional—Won by Wiley; second, F. Hill. Time, 24:13.

Wiley Snatches Victory from Defeat.

With defeat staring him in the face, George Wiley, of Syracuse, N. Y., made one of the gamest rides ever witnessed at the Clifton (N. J.) Stadium on Sunday afternoon last, 26th inst., and snatched a close victory from Elmer L. Collins, of Lynn, Mass., in their one-hour motorpaced match. Incidentally, both Wiley and Collins got inside the American record for small motors, the former covering 41½ miles in the 60 minutes, while Collins was only two laps to the bad. The previous record was 41 miles, held by Collins.

It had been expected that a long race between only two riders would prove a tiresome contest, but the contrary proved the case, and at the finish the 3,000 spectators were on their feet yelling like wild Indians. Collins took the lead at the start and lapped Wiley twice before the latter punctured in the eighth mile. The riders had agreed that in case of accident either could change wheels inside a mile without loss of distance. Wiley punctured again in the nineteenth mile, and not having another bicycle Collins offered his spare mount. After riding two miles, during which time Collins increased his lead to 5 laps, Wiley dismounted and secured his own bicycle.

At the thirtieth mile Wiley gripped his handlebars tighter and settled down to a long hard grind, and after a magnificent sprint regained one of the lost laps. The saddle of Collins' pacemaker then became loosened, and while the shift to a new pacemaker was being made Wiley got on even terms with Collins. With only a mile or so to go and both men on even terms, the crowd almost melted with enthusiasm. Wiley made the sprint of his life and succeeded in lapping the Lynn crack twice before the finish gun. The summaries:

One hour motorpaced, professional—Won by Wiley, 41½ miles; second, Collins, 41 1-6 miles.

One mile scratch, amateur—Won by Journay; second, Hawkins; third, Van Dien; fourth, Baker; fifth, Brooks; sixth, Bogle. Time, 2:27⅘.

Three miles motorcycle, professional—Won by Schultz; second, Ruden. Time, 3:23⅗.

Walthour and Butler in Germany.

That Robert J. Walthour is not by any means the "has-been" many persons have supposed was conclusively proved at Dresden, Germany, on June 12th, when the American pacefollower won the Grand Prix of Dresden and incidentally broke the world's record under the new regulations—the roller 40 centimetres behind the rear wheel. Walthour finished the 100 kilometres in 1 hour 15 minutes 17 seconds, 600 metres in front of Salzmann. Theile was third and Guignard fourth.

Nat Butler suffered misfortune at Berlin on June 12th. The American was matched against Stellbrink and Ryser, and was leading in the first heat when his motor balked. He could not finish and Stellbrink defeated Ryser. In the second heat, which was to have gone 50 kilometres, Butler was about to pass into second position when the race was stopped at 20 kilometres because of rain; Stellbrink was leading at the time.

Robert J. Walthour, again showed a clean pair of heels to Europe's cracks at Breslau, Germany, Sunday, June 19th. In the 100 kilometres paced race the American defeated Guignard by nearly a mile, with Stellbrink running third and Ryser fourth.

RACES ROUSE REVERE BEACH FANS

Stirring Tussle Between Collins and Moran Behind Pace—Kramer Compelled to "Go Some" to Win.

Close finishes in all the events pleased a large crowd at the Revere Beach (Mass.) saucer track Saturday last, June 25th, a professional championship race dividing attention with a crackerjack motorpaced match between Collins and Moran.

The motorpaced race really was the feature of the evening, and was the best contest of the sort that has been held at the Revere Beach track this season. Collins let Moran set the pace for 13 miles, when he passed him, but Moran unexpectedly came back with a sprint, and for nearly the entire last two miles the crowd was treated to the rare sight of Moran fighting hard to pass and Collins holding him off equally as admirably. The long sprint finally proved too much for Moran, and he dropped back, Collins winning by less than a quarter lap.

Albert Crebs, Stein, Drobach and Kramer survived the trial and semi-final heats of the professional quarter mile championship, and the spectators expected to see Kramer run away with the race as he pleased. Stein made a quick jump at the start, with Drobach on, and Kramer next. When Drobach came alongside Stein the champion appeared pocketed. With less than a half lap to go Kramer had to back out and go around both riders. He passed Drobach with a pretty jump and closed with Stein, who looked a sure winner. A finishing jump landed Kramer winner by two inches.

There was no loafing in the three miles pro handicap, as the long markers seemed determined to keep Kramer from closing the gaps. They succeeded, but Kramer finished in the money, at any rate, after making a magnificent ride from scratch. Wells won from 120 yards, Pat Logan was second from 185 yards, and "Roly-Poly" Mitten pocketed third money. Kramer was fourth. Fred McCarthy and Will Coburn won the shamateur events. The summaries:

One mile handicap, amateur—Won by McCarthy (scratch); second, Carmen (65); third, Cutler (90). Time, 2:08.

One-quarter mile championship, professional—Won by Kramer; second, Stein; third, Drobach; fourth, Crebs. Time, 0:30⅕.

Three miles scratch, amateur—Won by Coburn; second, Carmen; third, McCarthy; fourth, Lamontagne. Time, 6:52⅗.

Two miles handicap, professional—Won by Wells (120); second, Logan (185); third; Mitten (160); fourth, Kramer, (scratch). Time, 3:57⅘.

Fifteen miles motorpaced, professional—Won by Collins; second, Moran. Time, 23:35.

AUSTRALIAN RIDES KRAMER DOWN

Goulette Proves Himself a Marvel in Pursuit Racing—Mile Championship for Kramer at Newark Velodrome.

One of the greatest pursuit races ever witnessed on the Newark (N. J.) Velodrome occurred Sunday afternoon last, 26th ult., when Alfred T. Goulette defeated Frank L. Kramer after practically 14½ miles of hard riding. The Australian showed that he is a pastmaster at the unpaced style of riding, as Kramer, despite the fact that most of his laurels have been won by sprinting, is an excellent pursuit rider. In fact, Kramer holds the record for distance traveled, having ridden one pursuit race in 1899, when he was an amateur, that lasted 24 miles.

Despite the one mile national championship (which Kramer won, by the way) the match pursuit race was far and away the feature of last Sunday's meet. Goulette previously had defeated Lawrence, the first time the latter had been vanquished in a pursuit contest, and the crowd expected a battle royal between the Australian and the champion—and they were not disappointed. In the first five miles Goulette gained only two yards, but in the seventh mile had increased his advantage to 30 yards. Kramer then loosened up and regained 15 yards of the distance lost. Just one lap before 9 miles Kramer's rear tire blew up and the race was stopped until a new wheel could be fitted. On the restart Kramer started off like a winner and soon evened matters with the Australian, whose friends tried to persuade him to ride faster. Goulette showed his wisdom, however, by letting Kramer tire himself. When the champion began to slow, Goulette increased his gait and at the fourteenth mile had Kramer sighted in the stretches. This gave him renewed courage, and two laps later Goulette sprinted and passed the tired champion amid frantic cheers and waving of hats. Kramer's defeat did not make him any less the idol of the crowd.

In the mile championship, Kramer had not much trouble in scoring another 5 points. Fogler was shut out in the second heat by Vanoni and Root. In the final Kramer was cautious and did not allow himself to become pocketed. Root finished a yard behind, with Bedell and Drobach next in order. Wells captured the three miles handicap by riding strong all the way. The backmarkers were never able to get up. Hollister won the mile handicap for amateurs and near-amateurs, and William Pettit, an added starter, took first prize in the three miles handicap.

The summaries:

One mile championship, professional—Won by Kramer; second, Root; third, Bedell; fourth, Drobach. Time, 3:11.

One mile handicap, amateur—Won by Hollister (60); second, Beck (70); third, Peer (100). Time, 2:31.

Two miles handicap, amateur—Won by Pettit (230); second, Cavanaugh (250); third, Rein (220); fourth, Cone (240); fifth, Abbott (200). Time, 4:17⅘.

Three miles handicap, professional—Won by Wells (210); second, Rupprecht (210); third, Mitten (185); fourth, T. Smith (250); fifth, Hehir (20). Time, 6:03⅕.

Unlimited match pursuit, professional—Won by Goulette; second, Kramer. Time, 34:45⅕. Distance, 15 miles 2¼ laps.

Easy for Collins at New Haven.

Although he did not break the world's record, as claimed, Frank L. Kramer equalled his own world's record of 1:21 for three-quarters of a mile at the New Haven (Conn.) saucer Thursday night, 30th ult. The time was made in a handicap race in which Kramer started from scratch and finished first. The record of 1:21 was established by Kramer in a handicap race at Salt Lake City, July 5, 1907.

Although Kramer made a marvelous ride in the handicap, he was defeated in the five miles national championship, much to the surprise of the spectators. There were 19 starters, and Kramer did not have the speed to get around Hehir and Fogler in the final stretch, these two riders finishing first and second.

Collins demonstrated that he had plenty of speed by toying with Moran in their 15 miles motorpaced match. Collins took the lead at the start and resisted Moran's every effort to pass, winning easily by at least 20 yards.

There were several surprises in the shamateur events. In the handicap Lloyd Thomas of San Francisco showed the first flash of speed since he came east and defeated E. J. Hollister, another alleged money-getter, by a couple of inches. Martin Ryan, the ex-trainer, was third. In the unlimited pursuit McCarthy was regarded as the winner, but William Coburn of Newark eliminated the Canadian in the first lap. Coburn ultimately won, with Thomas second and Scheller third. The summaries:

Three-quarters mile handicap, professional—Won by Kramer (scratch); second, Hehir; third, Crebs; fourth, Wells. Time, 1:21.

One-half mile handicap, amateur—Won by Thomas (70); second, Hollister (50); third, Ryan. Time, 0:57.

Unlimited pursuit, amateur—Won by Coburn; second, Thomas; third, Scheller; fourth, Ryan. Time, 6:12. Distance, 2 miles 5½ laps.

Five miles championship, professional—Won by Hehir; second, Fogler; third, Kramer; fourth, West; fifth, F. Hill. Time, 10:12.

Fifteen miles motorpaced, professional—Won by Collins; second, Moran. Time, 23:01⅘.

CARMAN VICTORIOUS AS A "PRO"

Celebrates his Conversion from "Shamateur" Ranks by Trouncing Veterans—Scheller Set Back for Fouling.

Clarence Carmen, of Jamaica, N. Y., who is said to have been one of those who let no guilty dollar escape, decided to stop masquerading as an amateur, and on the invitation of Manager Chapman rode his first race as a professional at the Wednesday night meeting at the Newark (N. J.) Velodrome on June 29th. That the Long Islander is capable of holding his own in fast company was demonstrated when he defeated Worth L. Mitten of Davenport, Iowa, and Norman M. Anderson of Denmark, in a 20 miles motorpaced race. It was a genuine surprise, as both Mitten and Anderson have had experience at the paced game, while Carman, so far as is known, had never before ridden in such an event.

Carmen got a poor start in the paced race and at three miles both Mitten and Anderson had gained 30 yards. In another mile's riding, however, Carmen succeeded in passing Mitten, and at 5 miles 1 lap passed Anderson, but lost his pace. The Long Islander regained it quickly, and at 10 miles was 5 yards in front of Anderson, while Mitten was four laps to the bad. In the last five miles the former shamateur rode like a veteran. So fast did he pedal that he made Anderson lose his pace and lapped him five times. When the race ended Mitten had covered 19 miles and Anderson 17 miles 1 lap.

The final heat of the mile amateur championship resulted in some rough riding by Chris. Scheller, and, although he won, the referee removed him from first to fourth place, giving the victory to Joseph Passinger, who finished second. The only professional sprint race was a three miles handicap, and Joe Fogler romped home on the bit, with John Bedell second. Kramer started from scratch, but a puncture blasted his hopes. The summaries:

One mile championship, amateur—Won by Passinger; second, Beck; third, Blatz; fourth, Scheller. Time, 3:21⅖. Scheller finished first but was disqualified for fouling.

Three miles handicap, professional—Won by Fogler (25); second, J. Bedell (50); third, Halstead (100); fourth, F. Hill (50); fifth, West (100). Time, 6:05⅖.

Twenty miles motorpaced, professional—Won by Carman; second, Mitten; third, Anderson. Time, 30:57.

Akron Cyclists to Parade on "Fourth."

A big bicycle parade with prizes for the best decorated machines will be one of the features of the Independence Day celebration in Akron, Ohio. The parade is being managed by the local Y. M. C. A.

FOUR DAYS MEET AT MINNEAPOLIS

Motorcycle Races Enliven an "Aviation" Program—Hammer and the Michaelsons Take the Honors.

Motorcycles played a large and very important part in the "Twin Cities Aviation Meet," so called, held at the fair grounds track, Minneapolis, Minn., on June 22, 23, 24 and 25, and if the truth be told the motorcycle events were the most interesting features of the program.

Two events were held each day and the honors were pretty well distributed between J. M. and W. E. Michaelson, who rode Minneapolis machines in all the events, and E. H. Hammer, an Indian rider. Hammer captured four of the eight events, in three of which the Michaelsons finished second and third. In the remaining event that Hammer won J. M. Michaelson proved the runner up, with Culver Gould, Thor, third. W. F. Michaelson was coming in for third place in this event when Gould fouled him, causing Michaelson a nasty spill.

That Michaelson did not lose his nerve, however, was demonstrated in the succeeding event, a 5 miles race for twins up to 7 horsepower, which he won from J. M. Michaelson. L. D. J. McCall, another Indian rider, also won a 5 miles race for twins, J. M. Michaelson again proving the runner up.

The final day's racing was held on the half mile course and the times were slower, but the interest none the less keen. J. M. Michaelson was the star, winning both events. Ralph Mangan, Thiem, finished second in the race for singles, and Porter, another Minneapolis mounted rider, held the corresponding place in the twin class. The summaries:

Wednesday, June 22nd.

Five miles singles, up to 4 horsepower—Won by E. H. Hammer, Indian; second, J. M. Michaelson, Minneapolis; third, W. E. Michaelson, Minneapolis. Time, 5:46⅖.

Five miles twins, up to 5 horsepower—Won by Hammer; second, J. M. Michaelson; third, W. E. Michaelson. Time, 5:25.

Thursday, June 23rd.

Five miles singles, 30½ cubic inches—Won by Hammer; second, J. M. Michaelson; third, Culver Gould, Thor. Time, 5:45.

Five miles twins, 61 cubic inches—Won by W. E. Michaelson; second, J. M. Michaelson; third, L. D. J. McCall, Indian. Time, 5:09.

Friday, June 24th.

Five miles twins, up to 5 horsepower—Won by Hammer; second, J. M. Michaelson; third, W. E. Michaelson. Time, 5:15.

Five miles for twins, up to 7 horsepower—Won by McCall; second, J. M. Michaelson; third, R. S. Porter. Time, 5:02.

Saturday June 25th.

Two and one-half miles singles, up to 4 horsepower—Won by J. M. Michaelson; second, Ralph Mangan, Thiem; third, Walter Hastedt, Excelsior. Time, 3:16.

Two and one-half miles for twins, up to 5 horsepower—Won by J. M. Michaelson; second, Porter; third, W. E. Michaelson. Time, 3:05.

Cleveland Club Holds a Race Meet.

The Cleveland Motorcycle Club recently became an incorporated club under the laws of Ohio, and partly to celebrate the occasion the members held a race on the half-mile dirt track near that city Sunday afternoon last, 26th inst. The events were interesting and a large crowd was present.

Sill, riding a Thor IV, had the honor of winning the first event, when he defeated Austin, Indian, by 15 seconds. Huntsbery stopped at ½ mile and Carlton went out at one mile. In the five miles singles event that followed, Huntsbery, Excelsior, romped home an easy winner. There were six starters.

In the three miles race for singles seven riders started, and Huntsbery again proved a winner. The five miles race proved a runaway for Hinoush, Indian, his time for the distance being 5:43½, rather good time for a half mile unbanked dirt track. The last event, for singles, was of fifteen minutes duration, and Seliga, Excelsior, proved the winner by turning 9½ miles, exactly one-quarter mile more than Lister, Harley-Davidson, and one-half mile greater than was covered by Strople, Thor. The summaries:

Five miles—Won by Sill, Thor IV; second, Austin, Indian. Times, 8:06¾, 8:32.

Five miles, singles—Won by Huntsbery, Excelsior; second, Seliga, Excelsior; third, Rischel, Excelsior; fifth, Sill, Excelsior; sixth, Hinoush, Harley-Davidson. Times, 8:13, 8:24, 8:48, 8:58, 9:00.

Three miles, singles—Won by Huntsbery, Excelsior; second, Seliga, Excelsior; third, Lister, Harley-Davidson; fourth, Sill, Thor IV; fifth, Kline, Indian; sixth, Justin, Indian. Times, 5:24, 5:35, 5:40, 5:42, 5:50, 5:54.

Five miles, twins—Won by Hinoush, Indian; second, Schultz, Indian; third, Glavik, Indian. Times, 5:43½, 6:13, 6:27.

Fifteen minutes, singles—Won by Seliga, Excelsior; second, Lister, Harley-Davidson; third, Strople, Thor IV. Distances, 9½, 9¼, 9⅛ miles.

Will Motorcycle Through Europe.

F. W. Baum and John Hogge, two motorcyclists of Champaign, Ill., are expected to arrive in New York City early next week, when they will embark for Europe, with a two months' motorcycle tour in prospect. They are riding overland from Champaign, having left that city last week.

ARMSTRONG THRILLS DENVERITES

Sensational Motorcycle Riding on Small Track—Ten Miles in Fast Time—Cassady Leads Amateurs.

Earl Armstrong and his Indian motorcycle gave 5,000 spectators more thrills on Sunday afernoon last, 26th inst., than they ever before had received at the three laps banked dirt track at the Tuilleries garden, Denver, Col. He covered 10 miles against time in the remarkable time of 9 minutes 13⅘ seconds, and a little later he won a 5 miles competition race in 4 minutes 45 seconds.

In his 10 miles exhibition, Armstrong made a flying start and covered the first mile—three laps—in 55⅕ seconds, and the second in 53⅗ seconds, which is the fastest mile ever ridden on a dirt track, but of course will not stand as a record as the official mark is credited to a board track. Armstrong covered five miles in 4:35 and finished in 9:13⅘, as stated.

His phenomenal ride was by far the most spectacular and exciting motorcycle exhibition ever witnessed in Denver, and the large crowd held its breath until the daring professional crack slowed up after the finish. At times Armstrong barely managed to keep his machine on the small track, so great was the speed.

Another hair-raising exhibition was the five miles free-for-all which Armstrong won in 4:45, and the five miles for singles, contested between Boyd, Wolters and Brazee. Wolters led until the last mile, when the other two came up and the trio rode as one machine until the finish, Wolters winning by less than a foot from Boyd, about the same distance separating the latter and Brazee.

Cassady was the star in the amateur races, winning both the three and five miles events by safe margins, with Clayton twice runner up.

The summaries:

Five miles stock twins, professional—Won by Boyd; second, Albright. Time, 5:12⅘.

Three miles singles, amateur—Won by Cassady; second, Clayton. Time, 4:18.

Five miles singles, professional—Won by Wolters; second, Boyd. Time, 5:35⅗.

Five miles singles, amateur—Won by Cassady; second, Clayton. Time, 5:41.

Five miles free-for-all, professional—Won by Armstrong; second, Brazee; third, Albright. Time, 4:45.

Ten miles against time, professional—By Armstrong. Time by miles, 0:55⅕, 1:48⅘, 2:43⅗, 3:38⅗, 4:35, 5:31, 6:26, 7:21⅗, 8:17⅗, 9:13⅘.

"The A B C of Electricity." Price, 50c. **Bicycling World Co., 154 Nassau Street, New York City.**

MIXED SPORT AT SALT LAKE CITY

Two Racemeets Afford Variety — Clarke, Lawson and DeMara Conspicuous— Whittier Makes Fast Mile.

Salt Lake City, June 22.—With a mixture of a little of everything, the meet at the Salt Palace saucer track last night kept 5,000 or more persons interested from the first heat of the amateur race until the finish of the professional handicap.

It is difficult to tell just what was the feature. Whittler, the professional motorcycle crack, rode a mile exhibition which was dizzily sensational. His first trial resulted in 1:02⅗, which a year ago would have been deemed impossible for an 8-laps track, and his second performance was reeled off in 1:00⅕. Whittler, however, is not satisfied and will keep at it until be betters a mile a minute or breaks his neck.

In a match between DeMara and Walker the former managed to defeat the Australian after three heats, Walker winning the second set-to by the width of a hair. Lawson also earned a lot of plaudits when he won the half mile scratch after fighting Macfarland for the last lap. Clarke handily won the two miles lap handicap, but Lawson was crowded from Clarke's wheel by Carslake, who cleverly captured second money. Senhouse, another Australian, finished back of Lawson for fourth prize.

Clarke attempted to break the quarter mile against time record, 23⅘ seconds, held by Iver Lawson, but the little Australian was unable to touch Lawson's mark, covering the distance in 24 seconds flat. In the alleged amateur events the Diefenbacher-Brodbeck combination was the big noise, as usual, finishing first and second in both races, in typical Alphonse-Gaston style. The summaries:

One-half mile scratch, professional—Won by Lawson; second, Macfarland; third Hopper; fourth, Carslake. Time, 0:55⅗.

One mile handicap, amateur—Won by Diefenbacher (scratch); second, Brodbeck (scratch); third, McCormack (65); fourth, McNeil. Time, 2:00⅖.

One mile motorcycle exhibition — By Whittler. Time, 1:00⅕.

One-quarter mile unpaced against time—By Clarke. Time, 0:24 (record, 0:23⅘).

Two miles scratch, amateur—Won by Brodbeck; second, Diefenbacher; third, McNeil; fourth; Berryessa. Time, 4:08⅗.

Two miles handicap, professional—Won by Clarke (scratch); second, Carslake (110); third, Lawson (scratch); fourth, Senhouse (90). Time, 3:48⅕.

Sprint match between DeMara and Walker—First and third heats won by DeMara. Second heat won by Walker.

Salt Lake City, June 25.—What might have proved a great finish was spoiled last night by the rough riding of Walter DeMara in the final heat of the quarter mile professional western championship. After the weeding-out process of three heats had been accomplished, Lawson, Clarke, Walker, DeMara, Pye and Senhouse lined up for the final heat. DeMara was up to his usual rough work and certainly merited disqualification and possible suspension for his tactics. Apparently, he deliberately came down on Clarke and Pye at the start, and as Lawson also bore down on Walker and Clarke the start of the race was worse than ludicrous, but the referee allowed it to go. The result was that Lawson had a hollow victory.

Clarke had a chance to redeem himself in the three miles handicap, in which Lawson also started from scratch. The latter quit early in the race and Clarke was carried to the front by Macfarland, Downing and Pye. In fact, Macfarland went so fast that Clarke barely nosed him out on the tape. Burris and Walker were wise enough to hitch behind, and consequently came in for third and fourth money.



In his motorpaced match against Wilcox, Ray Duer "evened up" the score and incidentally rode a well-judged race. Wilcox lost his pace at 6½ miles, and from then the result was apparent.

Diefenbacher and McNeil carried away the honors in the so-called amateur races, both doing some splendid riding to land them. The summaries:

Three-quarters mile handicap, amateur—Won by McNeil (25); second, Diefenbacher (scratch); third, Gemple (80); fourth, Brodbeck (scratch). Time, 1:25.

One-quarter mile Western championship, professional—Won by Lawson; second, DeMara; third, Senhouse; fourth, Pye. Time, 0:29⅕.

Unknown distance, amateur—Won by Diefenbacher; second, Brodbeck; third, Hume; fourth, Berryessa. Time, 5:14⅘. Distance, 2½ miles.

Three miles handicap, professional—Won by Clarke (scratch); second, Macfarland (30); third, Burris (145); fourth, Walker (85). Time, 5:58⅗.

Ten miles motorpaced, professional—Won by Duer; second, Wilcox. Time, 13:48⅗.

Cooper "Whoops it up" at Topeka.

After several postponements because of unfavorable weather the Topeka (Kan.) Motorcycle Club finally was enabled to hold its race meet at the fair grounds track on Saturday afternoon, June 19th. Ralph Cooper, dividing his expertness between an Excelsior and a Thor, was the king pin of the meet, winning six of the seven events on the card. Courtney Elliot and Guy Elliot both had falls through taking turns too fast, but neither was seriously injured. The Elliots and Higgs both were consistent performers. The summaries:

Five miles handicap, singles—Won by Cooper, Excelsior; second, H. Miller, Excelsior; third, B. Higgs, Excelsior. Time, 7:42.

Five miles handicap, twins—Won by Cooper, Thor; second, G. Elliot, Indian; third, C. Elliot, Indian. Time, 6:53⅘.

Ten miles scratch, singles—Won by Cooper, Excelsior; second, H. Miller, Excelsior; third, B. Higgs, Excelsior. Time, 15:39.

Five miles scratch, 3½ horsepower—Won by Cooper, Excelsior; second, Higgs, Excelsior; third, H. Miller, Excelsior. Time, 7:43⅖.

One mile against time—Won by Cooper, Thor, 1:19⅘; second, Jenicke, Indian, 1:25⅗; third, Miller, Excelsior, 1:33⅕.

Five miles scratch, 4 horsepower—Won by Peterson, Excelsior; second, Miller, Excelsior. Time, 8:35.

Fifteen miles free-for all—Won by Cooper, Thor; second, Jenicke, Indian. Time, 21:56.

Clean Sweep for the Stratton Family.

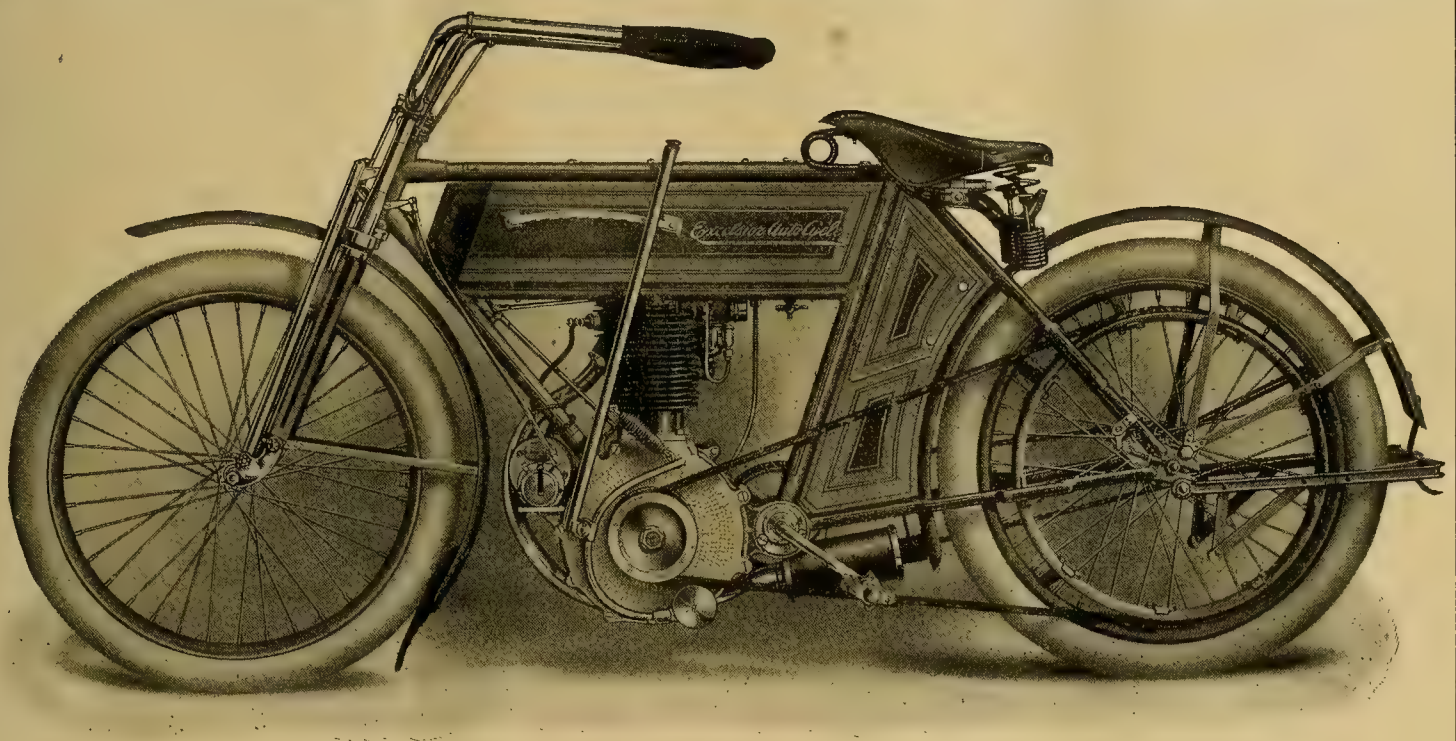
Herbert Stratton, riding an Excelsior, won the 5 miles club championship, which featured the race meet held by the Colorado Springs (Col.) Motorcycle Club at the Roswell Park half mile track on Sunday, June 19th. F. E. Stratton, also on an Excelsior, accounted for the other two events which were decided. Manchester on a Thor, finished second twice. The summaries:

Five miles club championship—Won by Herbert Stratton, Excelsior; second R. Moore, Excelsior; third, A. W. Stratton, Merkel.

Ten miles singles—Won by F. E. Stratton, Excelsior; second, Manchester, Thor; third, Wilson, R-S. Time, 14::35.

Fifteen miles singles—Won by F. E. Stratton, Excelsior; second, Manchester, Thor; third. Stevens, Indian.

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Gliesman Claims a Coasting Championship.

H. A. Gliesman and Albert Beguin believe they are in position to claim the "motorcycle coasting championship." They each paid $5 for the privilege, but failed to enjoy the distinction. They established the "record" while descending a hill in Central Park on Sunday last, when they were timed by a New York policeman, who fixed their pace at 22 miles an hour. The cop promptly gathered them in and the fine of $5 resulted, despite the fact that Gliesman swore, and still swears by all that's holy, that the motorcycles of himself and his companion were not under power at the time and were merely coasting. The arrest of the two New Yorkers also served to make plain that when it is desired to offer a bicycle or motorcycle as bail the machine must be on the spot. When arrested, the machines were left in one police station while the men were taken to court. The court had adjourned, however, and they were then taken to another police station where the police lieutenant in charge declined to give them the benefit of absent treatment when they offered their machines as bail. Friends with the price in their pockets fortunately arrived in time to save them from being locked up.

Charge Death to "Negligent" Motorman.

In a distressing accident at Leominster, Mass., Sunday evening last, 26th inst., Mrs. John W. R. Andrews was killed and her husband gravely injured in a collision between their motorcycle fitted with tandem attachment and an electric car. The motorman of the car, Arthur Gauthert, was arrested on a charge of criminal negligence. Mr. and Mrs. Andrews were returning to their home on Church street when their view was obscured by a high hedge at intersecting streets. Without seeing the trolley car they ran their machine directly in front of it. They were struck and dragged 40 feet. Mrs. Andrews was about 50 years old.

Cow Caught When Bracker "Got the Hook."

There is need for the nature-faking crusaders in Lodi, N. J. According to a telegraphic report an otherwise perfectly mollycoddle sort of cow became enraged at the puffing motorcycle ridden by Feenis Bracker. So thoroughly enraged did the bovine become, in fact, that she lowered her horns and, charging at the rider and his mount, tossed both in the roadside ditch, and further demolished the motorcycle. Both Bracker and the cow are said to be doing well; the motorcycle is in the repair shop.

Absence of Police Causes Accident.

Not having a policeman at the corner of Clinton and Elizabeth avenues, Newark, N. J., cost a life Wednesday morning, 29th ult. Otto Karg, 16 years old, was riding a bicycle when he collided with an automobile driven by Frank E. Holt. He died within an hour after being admitted to St. Barnabas Hospital. It is claimed the accident was unavoidable. Some time ago the residents of that section of the city petitioned the police department for a policeman to be stationed at the corner to regulate traffic, and one was installed, but only a few hours each day. He was off duty when the accident occurred Wednesday.

Catches Fallen Cyclist on His Fender.

The coolness of a motorman probably saved the life of Henry O'Connor, a 25 years old Philadelphia (Pa.) cyclist, when the latter crossed the tracks directly in front of a Lancaster avenue car. The fender of the car struck the bicycle broadside and O'Connor was unceremoniously deposited therein. The motorman realized that if he stopped the car too quickly the boy would fall under the wheels. He accordingly slowed down gradually and O'Connor escaped without a hurt. The motorman was in a state of collapse, however, after all danger had passed.

Unusual Accident Causes Cyclist's Death.

A rather unusual accident, which occurred at Battle Creek, Mich., June 24th, resulted in the death of David S. Griffes, a 76 years old cyclist of that city. Griffes was approaching the bridge from the north end, and just as he reached the steep down grade leading to it the chain jumped the sprocket. Griffes was unable to stop, as his bicycle was not fitted with a brake, and he plunged into the bridge railing. A broken neck resulted in his death some hours later.

Motorcycle Shortens Postman's Day.

The introduction and use of motorcycles by the rural mail carriers out of Prescott, Ariz., is cutting former schedules amazingly. Clint McCuller now makes his round of 26 miles with 80 stops in less than three hours, where formerly the journey with horse used up the best part of the day. Will Mitchell, the second carrier to so equip himself, covers a longer route in 3 hours 30 minutes.

Raycyclists Organize in Cumberland.

As evidence that interest in cycling is very much alive in Cumberland, Md., the Racycle Club has been formed in that town. A two days' trip embracing 146 miles, was the first long journey made by the members, those in the party being Clarence Avers, Roy Avers, Alvin Anthony, J. W. Crouse, Joseph Kolb, William Diehl and Z. D. B. Wilson.

Pleads "Guilty" After Jury Disagreement.

For his own freedom Walter Carr, alias John Maher, would better have remained silent when a jury of his peers was trying him in the Queens county (N. Y.) court on the charge of stealing a bicycle. After the jury had disagreed, ten standing for acquittal and two for conviction, Carr, or Maher, pleaded guilty to the charge.

C. R. C. of A. Outing at Rye Beach.

Although it was not as well attended as last year's affair—when more than 400 cyclists were in line—nevertheless the Century Road Club of America's fourth annual pleasure ride and outing at Rye Beach, N. Y., Sunday last, 26th ult., was a success. The assembly place was Columbus Circle, New York City, and when the couriers blew their bugles for the start at 8 a. m., nearly 250 riders were in line, these being separated into four divisions. The lady's division did not fill, only four members of that sex appearing. A leisurely pace was maintained all the way to Rye Beach, 25 miles, and after reaching that resort the real fun commenced. After dinner at the beach a coasting and one-eighth mile slow race were held. It had been intended to hold a three miles handicap road race, but a motorcycle policeman appeared on the scene and told the riders that whoever started would be arrested, and rather than cause any trouble the event was called off. It doubtless will be held on Long Island in the near future. The start from Rye Beach was made at 4 o'clock, so that all the riders were able to reach their homes before dark.

Lindens, Delinquent, Lose Seery Trophy.

Although the Linden Motorcycle Club of Brooklyn, by virtue of being represented by 17 of its members in the New York Motorcycle Club's double century on May 1, apparently was entitled to the Seery trophy offered for the club having the most members in the run, neglect on its part to certify to its representation has cost it the prize. In contrast to the Lindenites carelessness, the Concourse Motorcycle Club of New York, which was a close second with 16 members, certified to the correctness of its representation and this week was awarded the trophy.

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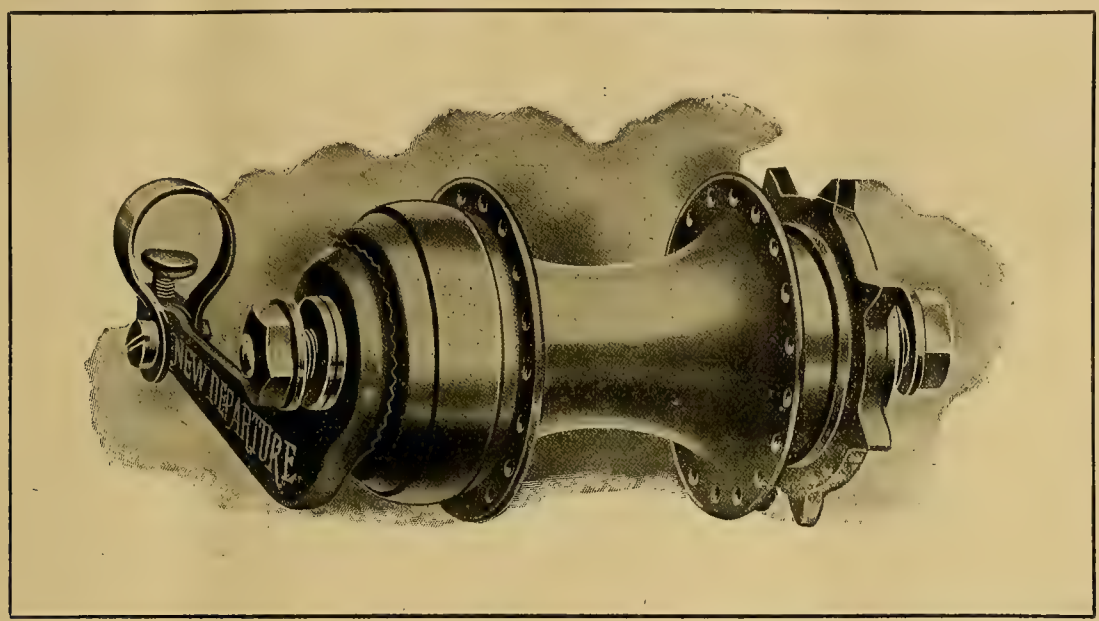
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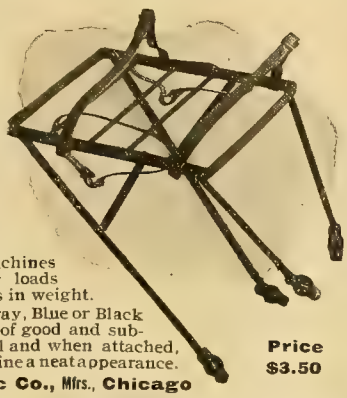
RECENT PATENTS.

959,066. Carburetter. William Ottaway, Aurora, Ill., assignor to Aurora Automatic Machinery Company, Aurora, Ill., a Corporation of Illinois. Filed Sept. 29, 1906 Serial No. 336,685.

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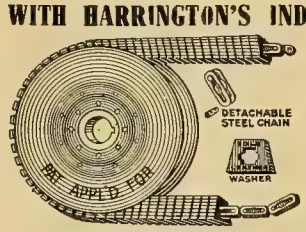
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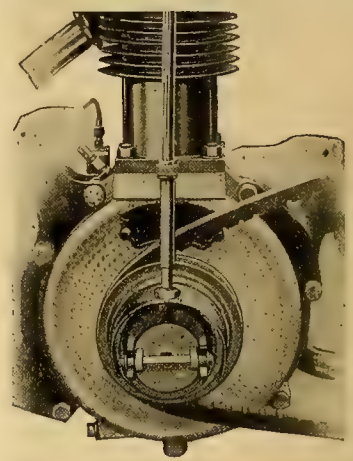
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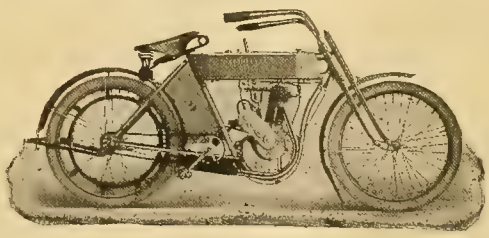
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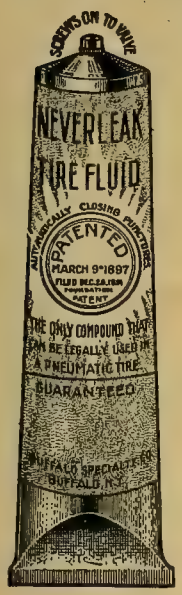
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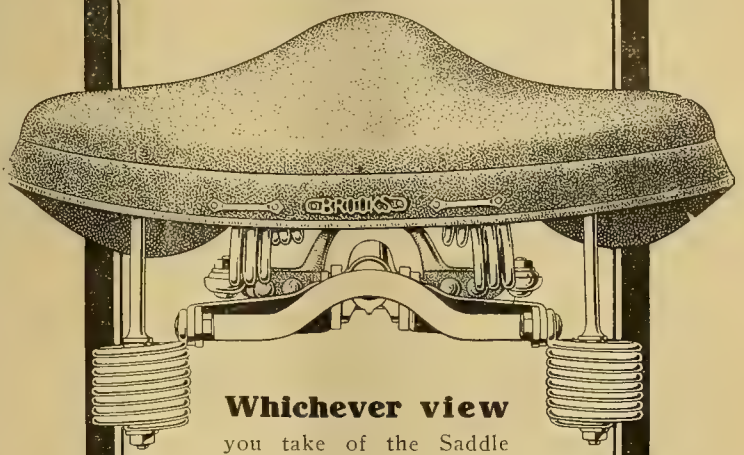
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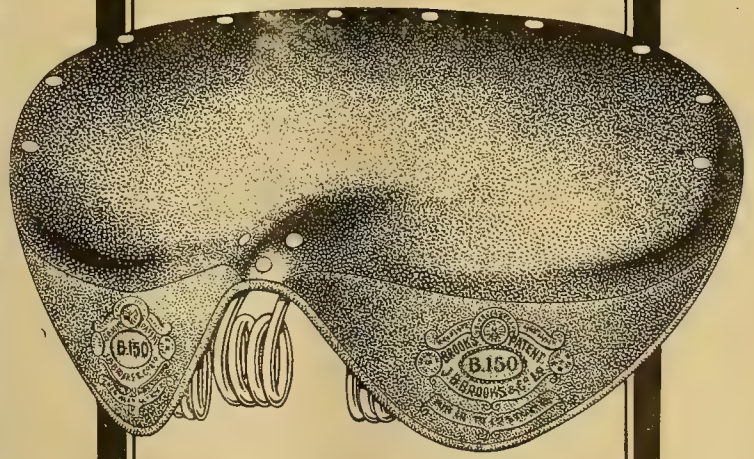
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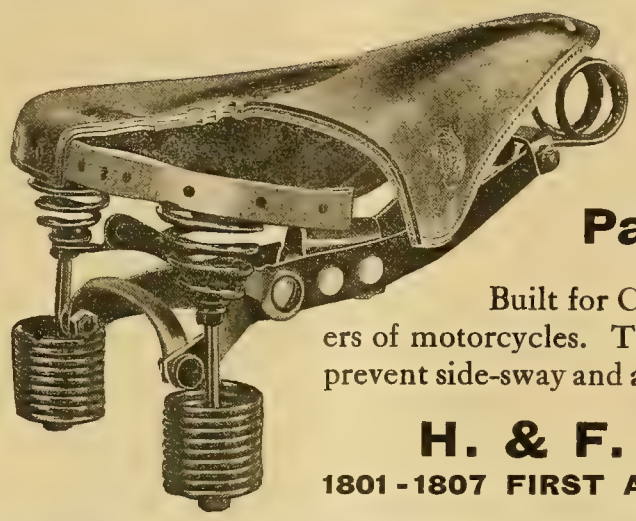
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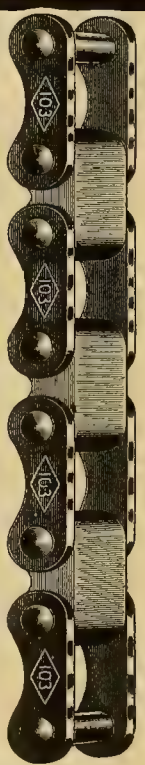
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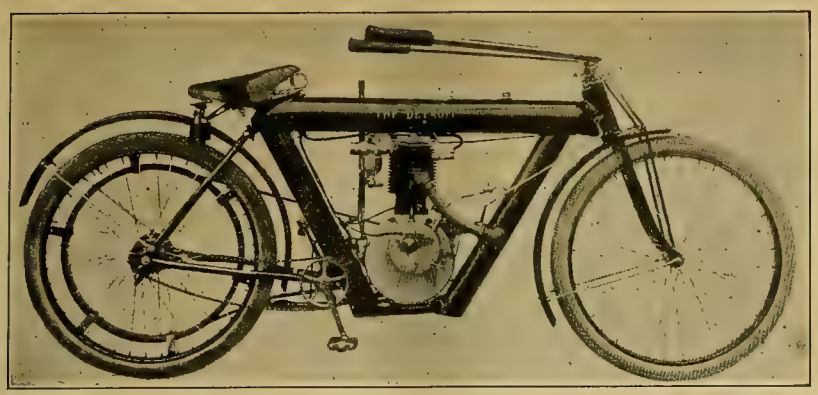
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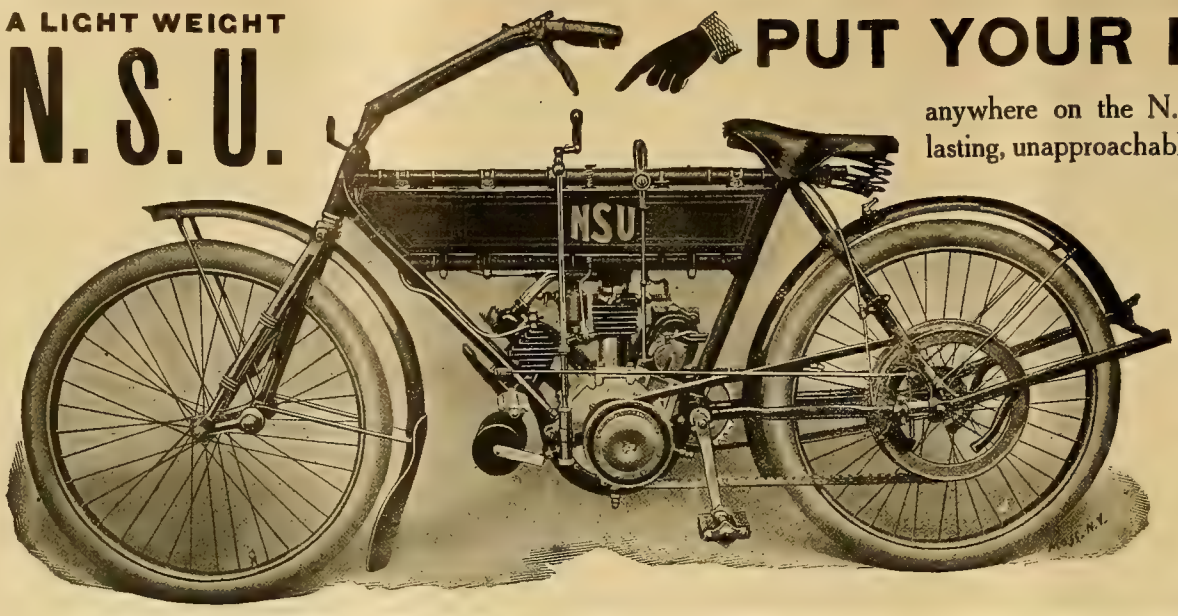
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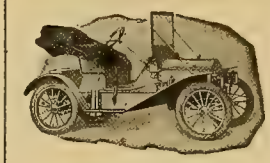


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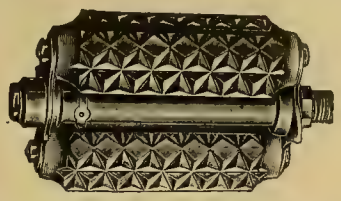
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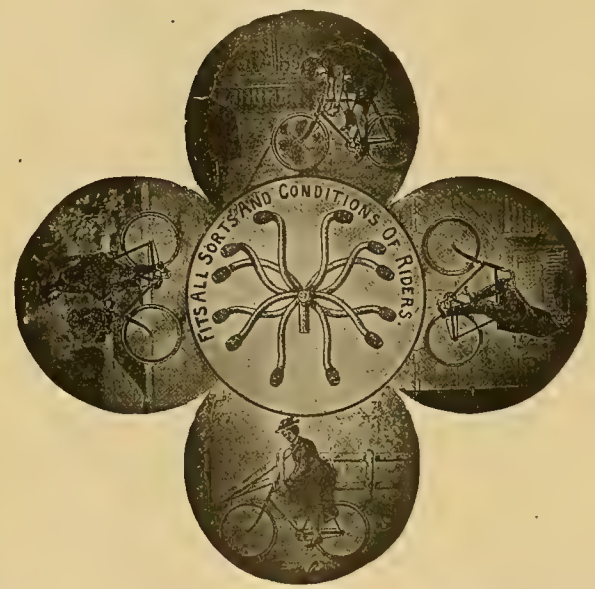
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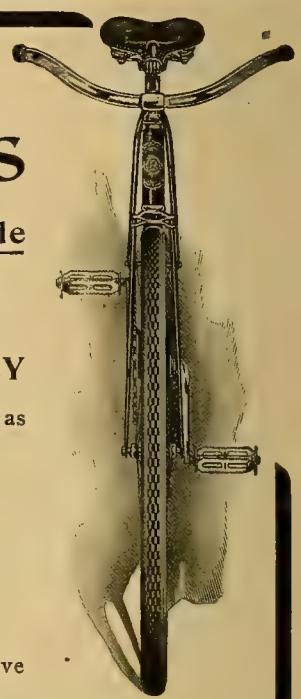


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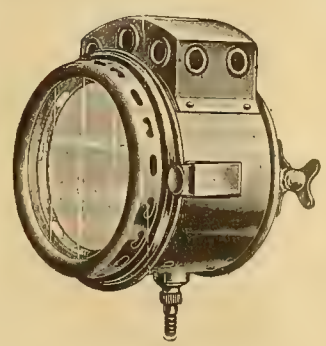
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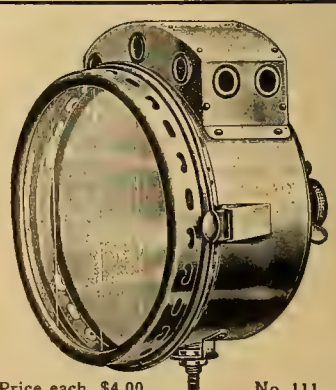
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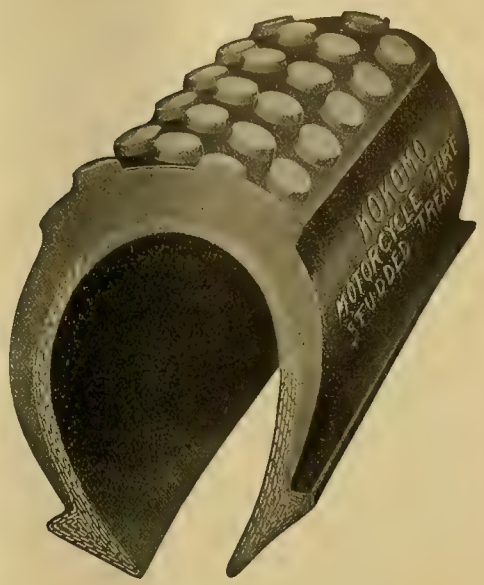
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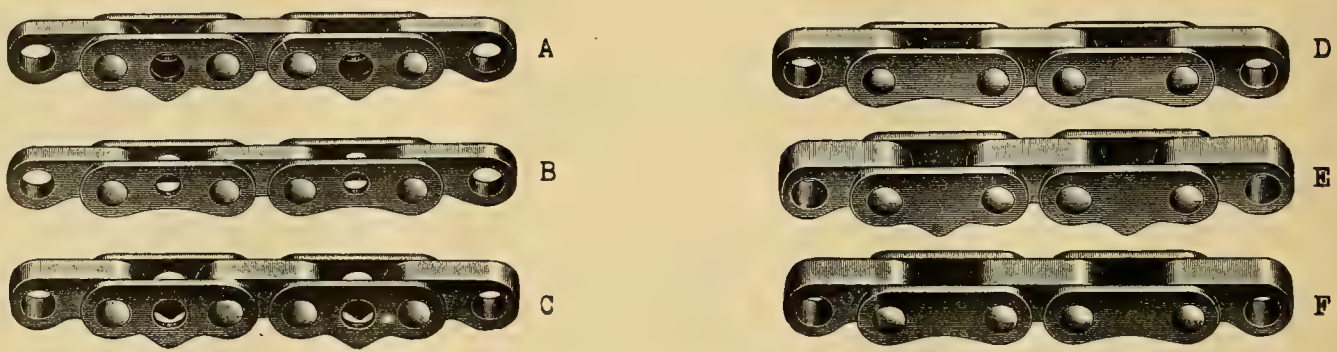


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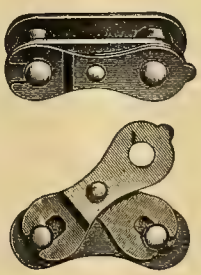
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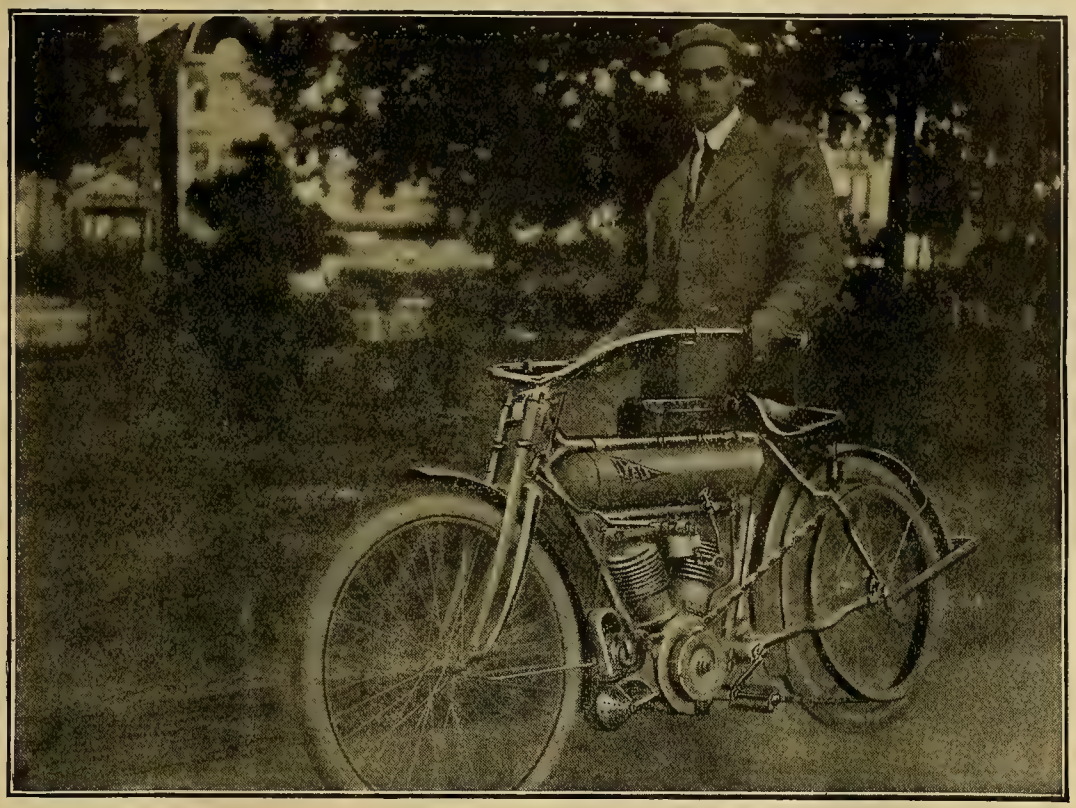
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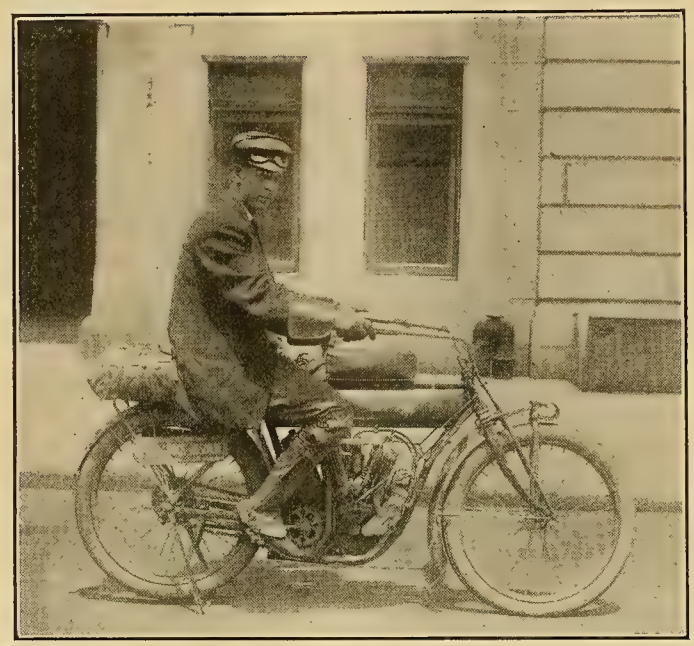
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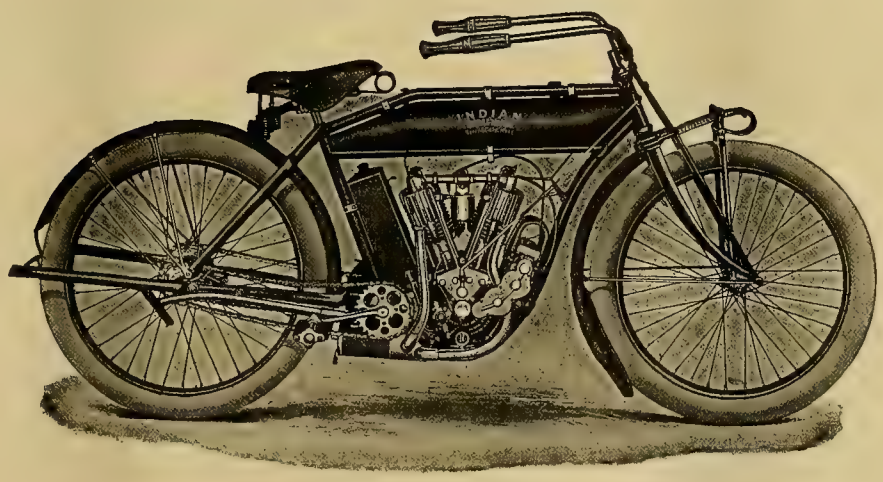
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FISK *Quality* BICYCLE TIRES

IN the Fisk factory there has ever been the single aim to build tires of unequalled quality of whatever grade, and the years of experience have brought us a success in this respect that is recognized everywhere by bicycle riders and dealers. Fisk Bicycle Tires are of "Fisk Quality" in construction. The inner tubes, though made integral with the casing, are made by a laminating process, several plies of pure rubber being rolled one over the other to exclude all possible weakness. The casings are made by Fisk methods that combine resiliency and strength which insure comfort to the rider, easy running, and long wear. "Quality, not Quantity" has always been the watchword of the Fisk factory.



FISK NO. 66 ROAD TIRE is a high grade road tire similar in construction to the No. 66 Extra Heavy except that it is somewhat lighter weight, both in case and tube, and has the regular plain tread. This is a deservedly popular type which has been adopted as standard equipment for a number of the better grade bicycles.

Every Repair Man

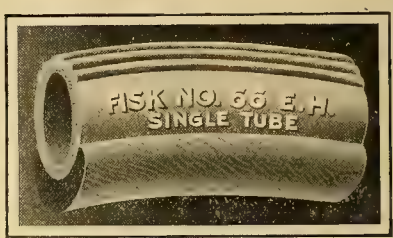
should have our Repair Shop Book, giving prices and instructions in connection with our Vulcanizing Outfits and Repair Stocks.

Write for our latest Catalog illustrating and describing FISK BICYCLE TIRES

THE FISK RUBBER COMPANY

Dept. E **Chicopee Falls, Mass.**

Branches in
Boston, Springfield (Mass), New York, Philadelphia, Buffalo, Cleveland, Detroit, Chicago, St Louis, Minneapolis, St. Paul, Kansas City, Atlanta, Denver, Seattle, Los Angeles, and San Francisco.



FISK NO. 66 EXTRA HEAVY EXPORT TIRE is an unusually high grade road tire, combining exceptional durability and strength with a high degree of resiliency. It is made with an extra heavy corrugated tread. There is no better tire manufactured for general road use and we recommend it wherever hard usage is to be anticipated.



See Prest-O-Lite Tank on Cross Bar

You fellows may not like policemen very well, because the chances are they have given you a little trouble when you were doing some speeding on your own account. But you must give them credit for one thing—all their equipment is up-to-date. There is no half way business about that.

That's the reason motorcycle policemen all over the country are having their mounts equipped with

Prest-O-Lite

"Look for the Tank"

It's the light that never fails, always reliable, and always ready for use. A turn of the valve floods the road far ahead with the same light automobiles use.

Better pattern after our friends the police, and get the best.

Price, $10 00. It gives 40 hours of light. When empty, can be exchanged for a new one at any dealer's for 60 cents.

The Prest-O-Lite Company **245 East South Street Indianapolis, Ind.**

Branches at New York, Boston, Philadelphia. Pittsburg, Cleveland, Chicago, Detroit, Providence, Minneapolis, Omaha, Dallas, Milwaukee, Los Angeles, Kansas City and San Francisco.

Pittsfield Motorcycle COILS

provide a sure, sharp, hot spark from even a faint primary. No motorcycle service is hard for them, or can lessen their remarkable efficiency.

Supplied with either flat or conical end. The one cylinder, four lead Pittsfield Coil sells for $8.00, and the two cylinder, five lead Pittsfield Coil sells for $9.00.

Pittsfield Spark Coil Co.

DALTON, MASS.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

POPE BICYCLES

BE WISE—STOCK UP
For Fall Trade

In no previous year within the history of the bicycle trade, has the manufacturing of machines up to the full factory capacity held on so late into the season. There has been no let up on orders received nor in our factory output.

There is every indication that dealers will sell bicycles in large numbers into the late Autumn and it behooves them not to be caught napping without stock on hand.

Pope Dealers should not fail to stock up for the Fall trade or many sales will be lost. Make the most of this great bicycle year and lay the foundation for a bigger one in 1911.

Build up your sales and reputation on "Trademark" bicycles

THE POPE MANUFACTURING CO.

Hartford, Conn.

Look at a Persons

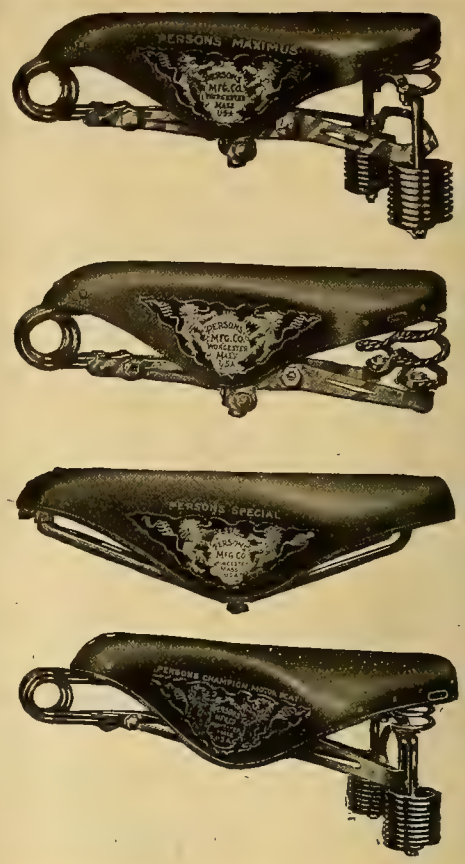
saddle and if you are familiar with the appearance of other saddles, its superiority even in looks, is bound to impress you. Its style and regard for details distinguish it in any company.

Sit on a Persons

and the longer you sit on it the stronger will be your conviction that it is as superior in service as it is in appearance.

Any bicycle or motorcycle manufacturer who has regard for real quality will supply a Persons without quibbling. It costs more than the other kind because it is worth more.

PERSONS MFG. COMPANY
Worcester, Mass.



You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

—

STANDARD RUBBER PEDALS

—

SAGER TOE CLIPS
CYCLE AND MOTORCYCLE TYPES

ALL are necessities; all are ready sellers and in continued demand. All are top-notchers. No stock is complete without them.

■

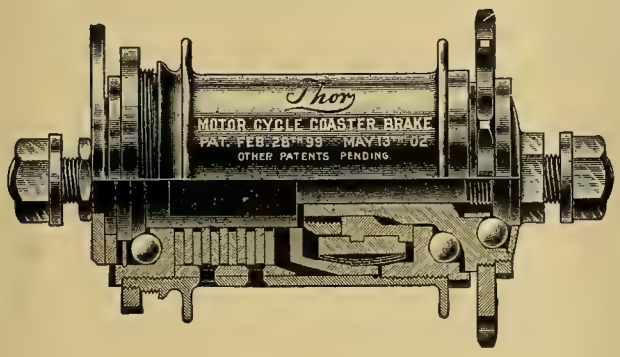
QUOTATIONS ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

STUDY THE

Thor

COASTER BRAKE



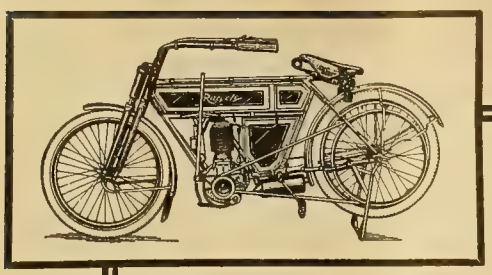
and you readily will understand why it is the choice of the most discriminating motorcycle manufacturers and riders, who realize that no part of a machine is more essential than the brake and that no price is too high to pay for a really trustworthy one. The price of the *Thor* is not high and the brake is the trustworthy kind. You can depend on it at all times and under all conditions.

IF YOU WOULD KNOW MORE ABOUT IT WRITE TO US.

Aurora Automatic Machinery Company

Licensed Coaster Brake Manufacturers.

THOR BUILDING CHICAGO, ILL.



Here's Still Another

FREDERICK A. BRUMMITT
Bicycles and Sundries
27 AND 28 GUILD ROW

Boston, Mass., June 10, 1910.

The Miami Cycle & Mfg. Co.,
Middletown, Ohio.

Gentlemen:--

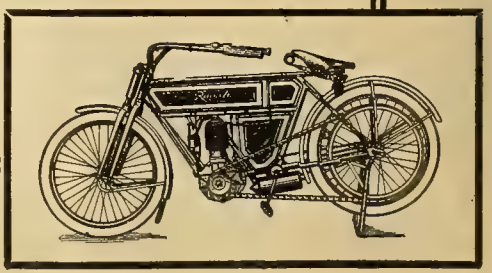
I can say that the "Racycle" Motorcycle has far surpassed my expectations. Have given it some very good tests, and, as a hill climber, will expect to see some records to its credit this year. My prospective customer bought it on sight.

Yours very truly,
F. A. BRUMMITT.

Our best reference is the man who owns one of our machines.

WE WOULD LIKE TO HEAR FROM YOU.

THE MIAMI CYCLE & MFG. COMPANY
Middletown, Ohio
Members M. M. A.



THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED · 1877 ·

Vol. LXI. New York, U. S. A., Saturday, July 9, 1910. No. 16

DUNLOP TO BE DONE IN BRONZE

Decision Reached to Erect Statue of Pneumatic Tire Inventor in Edinburgh—Thomson's Son Lodges a Demurrer.

Overcoming all scruples as to the ethics of erecting a statue to a man who still is alive, it formally has been decided to immortalize John Boyd Dunlop in bronze. Furthermore, the memorial to the inventor of the pneumatic tire is to be set up in the city of Edinburgh, Scotland, thus settling another cause of strife among those who have been anxious to do proper honor to one whose service to the world is deserving of profound recognition.

The movement now has progressed to a point where the organization of the committee in charge of the fund has been completed with David A. Fairley, C. A., of Edinburgh, as permanent honorary secretary, and the committee is going ahead with its plans and soon is to issue specifications for competitive designs. Three prizes are to be awarded the sculptors who shall succeed in producing the three most acceptable conceptions for a statue.

Since the memorial first was proposed, last fall, the situation has been enlivened by the brisk contest between various localities claiming the honor of supplying the site for the memorial. The movement started in Scotland, but as the aged inventor has spent most of his life in Ireland, even perfecting his invention there, the city of Dublin was urged as a fitting place to perpetuate his memory. His Scottish admirers prevailed, however, and steps are being taken to secure a proper location for the monument in Edinburgh, as already stated.

Meantime Courtauld Thomson, son of the late R. W. Thomson, has bobbed up and urged the claims of his father as the real inventor of the pneumatic. As is well known by those who are familiar with the earlier chapters of cycling history, the elder Thomson, who for many years lived in Edinburgh, where for years he was president of the Scottish Society of Arts and where he died in 1872, actually produced rubber tires in one form or another in 1848. Furthermore, the son is authority for the statement that the Dunlop Pneumatic Tire Co. at present has in its possession a set of brougham wheels fitted with the original Thomson tires. That a set of the original tires is in existence was not generally known, and in view of the fact that Dunlop's first tire has been deposited in the Edinburgh Museum, it has occasioned some little surprise that the fact of their present possession by the Dunlop company has not before been mentioned. The younger Thomson, while not antagonistic to the Dunlop memorial proceedings, feels that they should not be permitted to obscure the memory of his father's advancement. Of the existence of a prior invention in the same line, it should be added in justice to the recipient of premier honors, Dunlop was unaware when he conceived and brought out the bicycle tire that so upheaved the universe.

Benson Returns to His First Love.

Everett S. Benson, who for many years was identified with the Hartford Rubber Works Co., which he left to become secretary-treasurer of the G & J Tire Co., Indianapolis, has returned to his old love, the Hartford company, of which he has been elected secretary. He assumed the duties on the 1st inst.

Stephens Opens Store in Colorado Springs.

Arthur Stephens has embarked in the motorcycle business at 15 North Cascade avenue, Colorado Springs, Col. He has the agency for the Indian.

GASOLENE SHORTAGE UNLIKELY

Standard Oil Official Says Crude Oil Practically is Inexhaustible—Why Slightly Increased Price is Probable.

Following closely upon the statement of State Oil Inspector Longshore, of Kansas, that a gasolene famine is imminent, there appeared in the daily press a series of "inspired" news, prophesying a great rise in the price of gasolene, coupled with a drop in its quality. As these prophesies have been quite frequent during the past year or so, and as authoritative statements from people in a position to make them were not forthcoming, a Bicycling World man called at the headquarters of the Standard Oil Co., 26 Broadway, New York City, with the intention of discovering just what real basis was beneath these persistent rumors of a gasolene famine.

J. I. C. Clarke, the Standard's publicity manager, admitted that if the present demand for gasolene should continue to increase in the same proportion as heretofore, the present visible supply of gasolene would not be equal to the demand. He, however, laid particular stress upon the word "gasolene," and explained the existing situation by saying, that while the supply of crude oil was practically inexhaustible, the facilities for turning it into gasolene by fractional distillation were very limited. New crude oil wells are being discovered continually, and often produce so much oil that a large portion of it goes to waste, merely because the facilities for handling large quantities are rarely to be had in the location of the new wells. The difficulty, therefore, according to Mr. Clarke, is not the waning supply of crude oil, but the inability of the distillers to furnish plants capacious and powerful enough to care for

the enormously increased demand for gasolene.

As another factor of a reassuring nature to gasolene consumers he named the recent discovery that a very fair quality of gasolene can be manufactured from natural gas, the supply of which is seemingly unlimited. The process by means of which this interesting transformation takes place was not explained by Mr. Clarke.

Asked whether or not the quality of the gasolene sold to the automobile and motorcycle owner would deteriorate by reason of the heavy demand, the Standard Oil representative stated that it would be manifestly foolish on the part of the company to produce a quality of gasolene which should prove poor or unavailable for use in combustion engines. He added, however, with a smile, that if it were found that gasolene of lower specific gravity than now furnished would do the same service, the public would have no reason to complain about the quality.

Mr. Clarke, furthermore, stated that he looked to an improvement in the internal combustion engine which would permit of kerosene being used instead of the distilled product, and he also expressed the hope of seeing the alcohol combustion engine making further good progress, so that the demand for alcohol as fuel would tend to reduce proportionally the demand for gasolene.

Ovington Again Handling F. N.

The American F. N. Co. has come into being to handle the F. N. four-cylinder motorcycle in this country. It has been incorporated under the laws of Massachusetts with $20,000 capital. Earle L. Ovington figures as its president and H. H. Wilcox as its secretary-treasurer. Its offices are at Mr. Wilcox's home in Newtonville, which is a suburb southwest of Boston, Mass.

The letterhead of the American F. N. Co. states that it is the successor to the Ovington Motor Co., of which Ovington was president and which went into bankruptcy last fall, Ovington personally doing likewise soon after. At the time that he filed his petition, he made oath that his only assets were $7 in cash, $39 salary due and a patent on a pen socket.

When the receiver auctioned off the Ovington company's property, Ovington purchased a considerable quantity of the goods and shipped them to Mr. Wilcox, who for a time did business under his own name in Jamaica Plain, Mass. He quietly folded his tent in that place in December last and later stated that a contract for the representation in America had been entered into with the Belgian company. It now is stated that this contract was negotiated by Ovington personally, and that he transferred it to Wilcox in consideration of $1,000 in cash and 25 per cent. of the stock of the new company which just has been organized.

MAY EXPORTS EVIDENCE A GAIN

Bigger Total than for Same Month Last Year—United Kingdom Continues as the Heaviest Purchaser.

May was a merry month, so to speak, in respect to cycle exports. It marked an ending of the decided slump of the past six months. With the exception of five of the less important geographical divisions, substantial increases were registered all along the line, gains ranging from 350 per cent. down to 10 per cent. are recorded. The total figures were $63,528 for the month of May, 1910, compared with $48,907 for the same month of the preceding year.

While the United Kingdom and British North America, as for some time past, are responsible for a large part of the increase, the gains are more generally distributed and therefore more encouraging. Particularly is this the case with Other Europe, which for some months past has shown heavy and continued losses. During May, 1910, the exports to this division increased from $3,691 in April to $7,709, as compared with $5,403 in May, 1909. Argentina was the heaviest individual loser, its exports having decreased from $2,139 in May, 1909, to $560 in 1910.

The figures for the eleven months of the fiscal year ending May, 1910, still show the effects of the great losses during these months, despite the increase in the exports for May, although even here the figures are not so discouraging as in the past few months. Eight of the big geographical divisions show an increase, two are practically stationary, and eight register losses. The total exports for the eleven months amounted to $550,198, as compared with $664,226 in the same period of 1909, a loss of $114,028, or 17 per cent. The United Kingdom still leads with $113,009; British North America is second, with $67,105; British Australasia third, with $53,145; Mexico fourth, with $52,647, and Other Europe fifth, with $49,752. The record in detail:

Cycles and parts of Exported to—	May 1909	May 1910	Eleven Months End'g May 1908	Eleven Months End'g May 1909	Eleven Months End'g May 1910
United Kingdom	$11,769	$16,026	$88,927	$94,856	$113,009
Belgium	1,055	1,699	22,827	31,856	12,670
France	1,348	350	22,275	27,905	1,922
Germany	417	1,920	29,016	20,183	12,955
Italy	1,485	1,558	26,094	19,981	17,995
Netherlands	1,689	2,749	28,490	31,517	30,016
Other Europe	5,403	7,709	67,002	135,684	49,752
British North America	5,933	9,975	57,104	50,780	67,105
Mexico	4,997	5,284	91,498	52,054	52,647
Cuba	1,109	1,212	40,302	19,039	23,840
Other West Indies and Bermuda	1,411	1,577	24,093	14,088	13,109
Argentina	2,139	560	12,819	17,914	15,152
Brazil	242	935	6,765	4,848	6,082
Other South America	1,524	975	14,718	9,661	10,955
Japan	934	1,393	96,066	50,547	17,700
British Australasia	4,080	6,266	88,318	53,850	53,145
Other Asia and Oceania	2,292	1,949	17,921	22,557	37,948
Other countries	480	1,401	8,392	6,783	14,196
Totals	$48,907	$63,528	$742,627	$664,226	$550,198

Opens a Store With Stolen Goods.

That it is possible for a person to carry on such an extensive system of theft that he can establish himself in business was brought out in court in Wilkes-Barre, Pa., when Joseph Rice, the local bicycle dealer, appeared against Frank Heckman and Leslie Heller, who had been arrested upon a charge of robbing Rice's establishment. Rice stated that the result of the thieving operations have extended over a period of two years, during which time he has lost nearly $10,000, including small amounts which were rifled from the cash drawer from day to day. Rice claimed that Heckman had established himself in business with the plunder stolen from his store. When a plea for clemency was advanced Rice vigorously opposed it and as a result the case was put over. It is thought that several other persons are implicated and Rice hopes to be able to present enough evidence of a conclusive nature to bring them to book also.

Ball Sees a Bully Year Ahead.

J. R. Ball, secretary-treasurer of the Merkel-Light Motor Co., was among the trade visitors to New York this week. While here he stated that the Merkel people had no fault to find with their share of the year's business, and that their only regret is that they were able to supply only about 60 per cent. of the demand which reached their doors. He sees no clouds on the horizon and believes that 1911 will prove a bully year. Incidentally, Mr. Ball has not wholly recovered from an unusually vicious attack of inflammatory rheumatism which kept him on his back for two months and necessitated his going to Florida to complete his recovery.

Milwaukee Dealer Gets More Room.

John H. Kuenzli, who for some twelve years has conducted a bicycle and motorcycle store at 532 Twelfth street, Milwaukee, Wis., has leased the adjoining premises, No. 530, which affords him much needed elbow room. In connection with his expansion, Kuenzli has added sporting goods to his stock.

RIDDING CYLINDERS OF RIDGES

Grinding and Lapping Do Away with the Tool Marks—Method by which Smooth Surface is Obtained.

"All cylinders are ground and lapped in," says the salesman; "and so are the pistons and rings."

The prospective motorcycle purchaser listens attentively to this, as to all the other details which go to make up the verbal explanation without which it is impossible to buy anything from a wheelbarrow to an air-ship. But the chances are about ten to one that unless the "prospect," as the salesman terms him, happens to be thoroughly familiar with advanced manufacturing methods in the machinery line, he might just about as well have told him that all seams in the cylinder were double sewed and bound with the best heavy-weight braid.

As a matter of fact, only the relatively few people who have had direct manufacturing experience or long familiarity with the processes involved in the construction of gas engines are able to appreciate the import of the salesman's remarks about the method of finishing the cylinders. About all the information that he succeeds in conveying is that something is done to the cylinders that is enough out of the ordinary to be thought worthy of mention and that, somehow, is supposed to have a direct bearing on the performance of the machine on the road; that it is subjected to a finishing process which is supposed to improve the engine action.

And that is just what lapping does. For it is nothing more nor less than a refinement of the finishing process, which renders the cylinder bore and the piston and ring surfaces smoother so that less clearance will be required between the piston and cylinder. This, of course, means that less leakage will take place during the working stroke, and it also means that there will be less engine friction to be taken care of. The polishing of the cylinders, which is what lapping really amounts to, also is of material assistance in the matter of lubrication; by providing a smooth surface for the lubricant to spread over it assists the oil in separating the surfaces and keeping them cool.

In order to understand why, in the more carefully constructed and fitted engines, it is thought necessary to submit the cylinders and pistons to a finishing process after they leave the boring mill, the nature of the boring operation itself should be considered. Unlike an operation of the same name which is carried on in wood by means of an auger or gimlet, boring, as the machinist understands the term, implies a reversal of the turning operation. If it be possible to imagine a common engine lathe turned "inside out," with the tool revolving inside the work, a fair conception of the type of boring mill upon which cylinder castings are machined will be obtained.

The rough castings, after being inspected, roughed over with a coarse file and set up in a special clamping device or "jig," are mounted in the mill in such a way that the boring bar can work inside them. The boring bar, so-called, consists merely of a shaft or mandrel carrying a cutting tool, much like the diamond-nosed lathe tool. As the boring bar revolves, the point of the tool describes a true circle within the cylinder. As the tool rotates, however, it gradually is made to travel from end to end of the cylinder, so that at the end of the cut the cylinder wall is lined with a fine helical groove, which forms an almost imperceptable screw thread from one end of the bore to the other.

With the second and subsequent cuts, if more than two are taken, the depth of the grooves is reduced and their number is increased, because the depth of the cut is reduced for the finishing process and also the rate of feed from end to end of the work is reduced. Nevertheless, after it leaves the boring mill the wall surface of the cylinder always presents this fine grooved effect, even though it be almost imperceptible to the eye.

Tiny as these ridges may be, it is desirable to do away with them, because their presence tends to prevent the smooth run of the oil from end to end of the bore and also to prevent the piston and rings from being made as close a fit as otherwise would be possible. Hence, it is desirable to render the surface even smoother than it is possible to render it by means of a regular cutting tool. At the same time, it is equally important that the surface shall be maintained absolutely cylindrical; that is, a perfectly true circle at every point, and absolutely straight sided from one end to the other.

Therefore the grinding process is brought into service for the next step. This consists in mounting a small emery or carborundum wheel on a shaft which is mounted little off the center of a heavy mandrel or boring bar, which, in turn, can be made to revolve. By suitable means, the cutting wheel is driven at high speed and the bar upon which it is mounted is both rotated and fed from end to end of the cylinder. The effect of this treatment is to cause the cutting wheel to grind the entire surface of the cylinder, and to reduce the ridges left by the cutting tool; leaving instead a much greater number of still finer and more irregular ridges, which are formed by the hard particles of emery or carborundum.

The resulting surface seems to the senses of sight and touch to be "dead" smooth. Indeed, many engine builders consider it smooth enough for all practical purposes. Examination under the microscope and long experience with bearing surfaces which have been ground in this way, however, reveal the fact that even this apparent refinement of what is to all intents and purposes extreme accuracy, is not absolutely flawless.

In the first place, unless the grinding is done with extreme care, the grade of the wheel properly selected, the speed of cutting and depth of the cut properly determined, and if the walls are not thoroughly cleaned afterward, trouble may ensue. Fine particles of the emery may become embedded in the metal to continue the cutting action after the cylinder has gone into service. Or, the grinding action may be somewhat irregular and so destroy the truth of the surface, or the mandrel may spring, thus causing the cylinder to be ground out of shape. Similar difficulties may follow the grinding of the pistons and rings, which is carried out by these and other similar processes.

So, for extremely accurate work, lapping is resorted to. Originally, lapping consisted in working into the surface of a part, such as a bearing, fine particles of lead or some soft metal alloy. This was done by rubbing a bar of the lead against the surface which it was desired to render smooth, while the latter was revolving at high speed. The effect was to fill in all minute depressions in the harder of the two metals, leaving its surface velvety and in fine shape to take the lubricant. More recently, the term has been applied to one process of grinding in two or more surfaces which are to work together in regular service. Thus, in gas engine work, the lapping of the pistons and cylinders corresponds very closely to the grinding in of the valves.

After the cylinder and piston, together with the rings have been reduced to the finest possible surfaces by means of turning and grinding, the engine is assembled and turned over by power applied to the crank shaft. At the same time a small quantity of some very fine abrasive material is dumped into the cylinder and permitted to work with oil or water between the rubbing surfaces. Sometimes very fine emery pow der and oil is used, sometimes nothing harsher than Sapolio and water. Sometimes, even, it is thought that best results can be obtained when only kerosene oil is worked into the cylinder, no abrasive material whatever being employed.

Naturally enough, the practice of different makers varies considerably in this, as in respect to other manufacturing processes. The quality of the iron used in the cylinder castings, as well as in the pistons and rings, has an important bearing on the question of finish. So does the price of the finished product. But whenever the grinding and lapping of cylinders is referred to in connection with a particular machine, it is reasonable to suppose that the best of care has been lavished upon its construction and that, other things being equal, it should run as smoothly even while new as a seasoned motor which has seen long and well regulated service.

How Many Bicycle Riders Have Remarked:

"Coaster brakes are all right; I wouldn't want to ride a bicycle that was not equipped with one. But, if someone would give us something that would help us uphill as well as down—say, that would be the 'real thing'!"

The riders who talk in this strain are the ones who are not familiar with the

CORBIN
Two-Speed Coaster Brake



It helps the cyclist up the hill as well as down.

Dealers who are seeking to create new business, will find no better business-builder anywhere.

CORBIN SCREW CORPORATION, New Britain, Conn.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JULY 9, 1910.

"The value of the Bicycling World to rider and dealer can be expressed in just two words—absolutely indispensible."—Jay Shelton, Little Rock, Ark.

Purification Now Waits on Kelsey.

Whether or not the sport of cycling shall be purged of the poison which so long has been permitted to eat into its vitals now rests solely and wholly with Mr. Richard F. Kelsey, chairman of the National Cycling Association's Board of Control.

Evidence which the Bicycling World has been instrumental in drawing from its repository has been placed in Mr. Kelsey's possession, and it is of the sort that scarcely can fail to prove that something like forty young fakers who have been posing as amateurs have been receiving cash almost as regularly, if not so openly, as the avowed professionals. It is a matter of common knowledge that some of them, particularly the Revere Beach masqueraders, years ago forgot what a medal or other amateur prize looks like. They have sought and obtained cash without sense of shame and practically without concealment or subterfuge.

Mr. Kelsey personally assured us that the evidence submitted to him was the sort which he desired and which would move him to action. If, therefore, the young men are permitted longer to pursue their career of fraud, the greater shame no longer will rest on them.

The fact that one or more of them are within reaching distance of the amateur championship title in no wise mitigates the conditions; rather does it serve to intensify them. The title should be fairly and honorably won. It should be preserved from the taint which has adhered to it for at least two years, and the way to preserve it is to rescue it from undeserving hands that have fouled the sport by violating the first principle of amateurism. No masked professional should be again suffered to become amateur champion, nor does consideration of gate receipts enter into the dispensation of justice.

Better no sport than rotten sport.

There no longer is reason for delay or subterfuge. The evidence now is in his possession and if Chairman Kelsey is possessed of a conscience and has more regard for principles than persons, another week should see the sport of cycling cleaner and more wholesome than has been the case during recent years.

Making the Motorcycle an Issue.

"Motorcycles, like automobiles, are useful and quite harmless when driven by persons who do not leave their brains at home, and who wish to be decently courteous to others when they are riding their machines," remarks the Courier-Journal of Louisville, Ky., in a well-tempered editorial commenting on an accident that recently occurred in that city.

"Anyone who takes a sufficient interest in public safety to observe will note that in Louisville the motorcyclists are more prone to violate speed laws than are persons who drive motor cars," continues the Louisville paper, voicing a thought only recently expressed at a dinner of a New York motorcycle club by a man concerned with the enforcement of the traffic laws. A guest of the occasion, he warned his hearers of the danger of making the motorcycle a public issue; he said it would not long be possible for policemen to remain insensible of the fact that the average motorcyclist overtook and passed the average automobilist nor to fail to appreciate the meaning of it.

The Bicycling World many times has sounded a warning to the same effect, and unless such good advice is more generally heeded, that time when the motorcycle will become a public issue will not be long delayed, and the day of reckoning will bring with it much pain and many burdens alike to the innocent and the guilty.

"There is a motorcycle club of respectable membership in Louisville. It would popularize itself and the sport if it should make an effort to discourage the combination of lunacy and brutality that is represented by the motorcyclist who drives his machine at a speed that menaces public safety," counsels the Louisville Courier-Journal in concluding its editorial; and it would be well did its words reach and sink deep into clubs located far beyond the limits of Kentucky.

The chief failing with most clubs is that in meeting they earnestly, or perhaps smilingly, place such good resolutions on their minutes and on the road as cheerfully set them at naught. Too often they promote contests which place a premium on exceeding the legal limits of speed or even during a day's outing put the law to scorn and like as not the club officials, who should set a good example, really are the ones who set the law-breaking pace.

One of the unwritten laws of sport is that no man who seeks to profit from the gate receipts or from the winnings of a competitor shall officiate as referee of a racemeet. In which connection it is wise to warn the Manhattan Racing Association that in selecting its managing director and track manager as the official referee of its weekly meets it is sowing the seed of scandal. He may be the unofficial "deputy chairman" of the F. A. M. competition committee and may be ever so fair and ever so competent, and all may be well so long as all goes well, but if trouble comes—and lots of it is probable in a 24 hours race—his deep interest in the gate receipts is likely at any time to involve the sport and the racing association in—well, unpleasantries that it is wise to avoid. If Tom Eck or Jack Prince promoted races and then refereed them, what a howl would go up!

"I cannot refrain from saying a good word for the fearless way in which you conduct your excellent journal, the Bicycling World. Continue showing up the cheats and crooks and you will come out on top in the end. I feel sure the majority of motorcyclists are with you. No one can get sore except guilty parties. It makes me tired to see the way ———— stands up for the cheats."—L. A. Younkin, Ottumwa, Iowa.

SALT LAKE'S NEW TRACK OPENS

Crowds Fight for Admission—Balke and Seymour in a Fiery Thriller—Promises of Record Breaking.

Salt Lake City, July 3.—Those persons who had predicted a failure for the Wandamere one-third mile motorcycle saucer which Jack Prince has completed at an outlay representing several thousand dollars, had all the wind taken from their criticizing sails last night when between 8,000 and 10,000 people fought for admission to the opening race meet. Salt Lake City went "speed mad" over night, and as the races were far and away the most thrilling and fastest flights of wheeled vehicle that ever have been witnessed in Utah, it is safe to say that everyone considered the show worth the price of admission.

The great influx of spectators literally swamped the gatemen, for the promoters had not expected anything like such a crowd, and in consequence had not made adequate preparations. The box office men soon found themselves unable to deal out reserved seats, and to prevent undue congestion the management let everyone in for the price of general admission and let them scramble for seats.

That the track is fast and no doubt will take rank with, if not surpass, the Springfield (Mass.) Stadium, the only saucer identical with the new Wandamere Motordrome, was proved by the opening meet, for although no records were clipped the performances were such as to justify a wholesale slaughtering of records once the carburetters become acclimatized to the high altitude of Salt Lake City.

The real thrills of the evening were furnished by Charles Balke and Raymond Seymour, of Los Angeles, in the 5 miles handicap. Balke and Seymour rode neck and neck for three miles, when the former's machine caught fire, and he resembled some strange form of comet as he streaked around the third mile circle. He slowed down without being seriously burned.

Governor Spry, of Utah, fired the shot that started Jacob Derosier on his mile record trial. Derosier turned three laps in 45⅕ seconds, but the best Whittler, the Salt Lake champion, could do was 47⅗. Graves, however, took Whittler's machine and turned two miles in 1:34.

The 50 miles handicap for professionals did not prove as exciting as might have been the case had not Derosier punctured in the 25th mile. Derosier and Whittler allowed Mitchel and Samuelson 6 miles in the half century, and Mitchel won by two laps in 43:28⅗. Derosier was second and Samuelson third. Whittler's machine missed at 30 miles and he retired. The summaries:

Three miles singles, private owners—Won by Lon Claflin, Indian; second, J. Orlob, Harley-Davidson; third, J. L. Anderson, Thor. Time, 4:03⅕.

Two miles against time—By M. J. Graves. Time, 1:34.

Five miles handicap, amateur—Won by A. Ward (2 laps); second, Raymond Seymour (scratch); third, Charles Balke (scratch). Time, 3:58.

One mile against time, professional—Jacob Derosier, Indian, 0:45⅕. F. E. Whittler, Merkel, 0:47⅗.

Five miles private owners, twins—Won by Lon Claflin, Indian; second, Victor Burnstrom; third, C. L. Westlake. Time, 4:52.

Fifty miles handicap, professional—Won by Arthur Mitchel (6 miles); second, Jacob Derosier, Indian (scratch); third, T. M. Samuelson (6 miles). Time, 43:28⅗. Also ran— F. E. Whittler.

One mile against time—By Frank Irving, Vanderbilt cup automobile. Time, 0:53.

Lapan Leads at Indianapolis.

Five interesting events comprised the racemeet held by the Indiana Motorcycle Club of Indianapolis at the half mile track at Lebanon, Ind., July 4th, which unfortunately was marked by an accident that occurred prior to the races. John McGarver, of Indianapolis, was tuning his machine when John Mertz attempted to cross the track. McGarver was unable to turn out in time and struck Martz, breaking both his arm and leg. McGarver escaped without serious injury. One of the most exciting events was the race for Boone county riders, which was decided only after two heats. In the first go Helm, on a Thor, and Bailey, on a Merkel, crossed the line so close together that the judges called it a dead heat. Helm afterwards won, but only by a narrow margin. The summaries:

Three miles, private owners, 50 cubic inches—Won by Lapan, Indian; second, Helm, Thor; third, Grimes, Excelsior. Time, 3:09.

Five miles, Indiana M. C. members—Won by Lapan, Indian; second, Helm, Thor; third, Grimes, Excelsior. Time, 7:34.

Three miles, 30½ cubic inches—Won by Bailey, Merkel; second, Grimes, Excelsior; third, Ellis, Yale. Time, 4:41½.

Ten miles, 50 cubic inches—Won by Lapan, Indian; second, Helm, Thor; third, Ellis, Yale. Time, 15:10.

Five miles, Boone county riders—Won by Helm, Thor; second, Bailey, Merkel. Time, 7:42.

Garden City the Victor at San Jose.

Outriding their opponents at every point, the Garden City Wheelmen won the California Associated Cyclists' annual 100 miles team relay race held at the mile track at San Jose, Cal., Sunday last, 3rd inst. The New Century Wheelmen of San Francisco finished second, more than a mile behind the winners, and the Oakland Wheelmen dropped out in the fifth relay, after being lapped by both the other teams. The time made by the Garden City Wheelmen was 4 hours 36 minutes 18 seconds, exceptionally fast riding.

Seven teams had entered for the classic contest, but when the time to start arrived three teams put in appearance; no reason was assigned for the withdrawal of the others. Each rider had to cover 10 miles, and Charles Chaboya, of San Jose, covered his relay in 26:13, the fastest time of the afternoon. The summary, showing the time made in each relay, follows: First relay—Castro (G. C. W), 27:33; Rhodes, (N. C. W.), 27:34; Clark (O. W.), 28:14. Second relay—Walther (G. C. W.), 27:15⅗; Balazar (N. C. W.), 28:13; French (O. W.), 29:13. Third relay—Bryant, (G. C. W.), 26:55; Puddleman (N. C. W.), 27:58; Hoffmann (O. W.), 28:19. Fourth relay—Gillett (G. C. W.), 28:10; Knabenshue (N. C. W.), 28:01; De Cassia (O. W.), 29:45. Fifth relay—Showalter (G. C. W.), 26:23⅗; Weggerman (N. C. W.), 26:57. Sixth relay—Brown (G. C. W.), 27:17; Hammitt (N. C. W.), 26:44. Seventh relay—Baxter (G. C. W.), 27:09; Holmes (N. C. W.), 27:02. Eighth relay—Chaboya (G. C. W.), 26:13; Laye (N. C. W.), 26:59. Ninth relay—Waltz (G. C. W.), 31:20; Colter (N. C. W.), 32:20. Tenth relay—Moore (G. C. W.), 28:18; Sangali (N. C. W.), 28:36.

COMING EVENTS

July 23-August 1, New York City—Century Road Club of America's first annual voyage and tour of the Bermuda Islands.

July 23, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's race meet at mile dirt track; open.

July 24, San Francisco, Cal.—San Francisco Motorcycle Club's annual race meet at Concord track.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

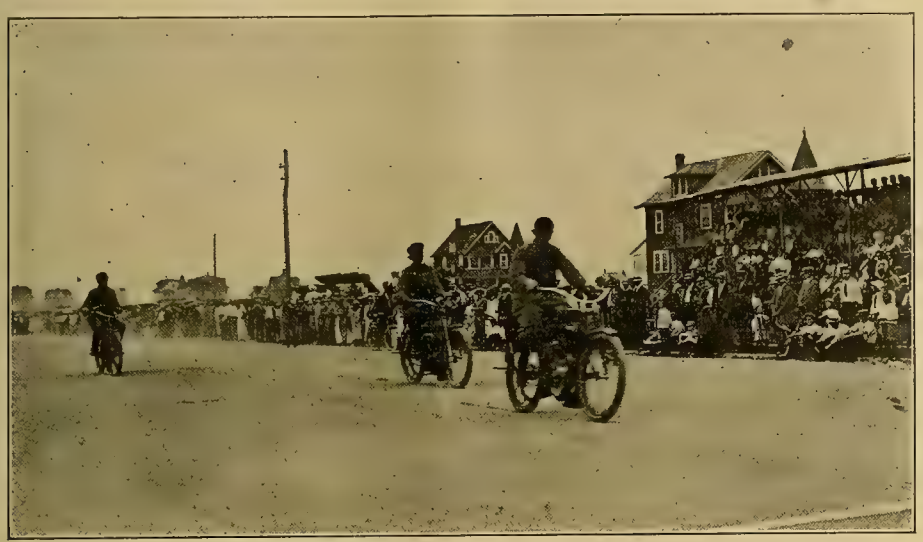
[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

24-HOUR MOTORCYCLE TEAM RACE
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GUTTENBERG (N. J.) MOTORDROME
4 p. m., July 16, to 4 p. m., July 17.
First Race of its Kind in America.
$500 IN PRIZES
Entries Close Last Mail July 14, with
FRANK SEERY,
Secretary Manhattan Racing Association,
18 E. 42nd St., New York.
Track is reached via West 42nd St. and West 130th St. ferries from New York.
Admission, 50 cents.

TEUBNER TAKES ALL AT WILDWOOD

Makes a Clean Sweep of the Motorcycle Events—Does a Mile in 45⅘ in the Time Trials.

With the weather all that could be desired, the track in the finest kind of condition, and an enthusiastic crowd numbering between 25,000 and 30,000 in attendance, the motorcycle racemeet at North Wildwood, N. J., Monday last, 4th inst., properly may be placed in the category of Independence Day successes. The meeting was promoted by the North Wildwood Automobile Club, assisted by Philadelphia motorcyclists.



SHOWING THEMSELVES BETWEEN RACES ON THE WILDWOOD SPEEDWAY

Despite the fact that the motorcycle events were included in a program of automobile races, as usually is the case, when automobiles and motorcycles mix, the two-wheeled fliers did not suffer by comparison. The times made in all the events were faster than accomplished by 40 and 50 horsepower racing cars, and the fastest time of the afternoon, made by William J. Teubner, on a 7 horsepower Merkel, was only four-fifths second slower than recorded by J. Fred Betz, 3rd, in a 90 horsepower racing car.

Teubner, in fact, was the entire show in the motorcycle events, as he and his Merkel mounts won every event on the card. The races were held on the mile speedway at North Wildwood and Teubner began his sweeping process by winning the first race for singles in 1:08. Joseph Brown, Bradley, was second in 1:16, and Frank Hart, of New York City, astride an R-S, was a bad third. In the next event, also for singles, Teubner again showed a clean pair of heels to his competitors, although Brown made a closer contest than the first time, finishing in 1:10⅘. Hart again was compelled to eat their dust, finishing in 1:13.

The big machines were trotted out for the third event and a number of Philadelphians fully expected to see Harry Klebes, the Quaker City favorite, romp away with first award. They were disappointed, however, for Teubner was invincible and crossed the tape in 56⅖ seconds, while Hart was clocked in 0:59⅕. Klebes had to content himself with third and Brown with fourth places.

Klebes and Hart very much wanted revenge in the succeeding race, also for twins, but their ambitions were not satisfied. Teubner whirled up the mile stretch in 56⅗ seconds, while the best Hart could do was 1:01. Klebes disappointedly trailed across third.

On the time trials each contestant was allowed two trials, but W. Peacock, Yale, only took one ride. His mile was covered in 1:13. Hart, R-S, then got away to a good start and finished his first trial in 0:49⅘; his second attempt was one-fifth second slower. Teubner made his first mile in 46 seconds flat, but this did not suit him and he tried again, the second time covering the level stretch in 45⅘ seconds—the fastest motorcycle time of the afternoon.

KING IS KING IN SAVANNAH RACE

Captures Grand Prize Motorcycle Road Contest—Two Ten Miles Races Precede the Big Event.

Riding like a veteran, Arthur B. King, on an Indian, won the Grand Prize motorcycle road race over the short Grand Prize course at Savannah, Ga., on Monday morning last, 4th inst. King covered five circuits of the danger-fraught 10 miles course in 57 minutes 55 seconds, or 3 minutes 41 seconds better than was accomplished by W. F. Shillito, who piloted his Excelsior through the long ordeal to second place.

The Grand Prize race and the two ten miles races that preceded it were arranged by the Savannah Motorcycle Club, and incidentally, they were the best managed and best policed road races that have been held in America in some time. The course was in perfect shape, and although there were several dangerous turns to be negotiated there were no serious mishaps. Special trolley service was run to the course and several thousand spectators enjoyed the sport.

Fifteen riders started in the first ten miles race from a flying start, and King soon drew away from the field, finishing in 11 minutes 7 seconds. Earl McCone, on an Excelsior, finished second in 12:02; L. R. Buckner, Harley-Davidson, was third in 12:11; J. P. Doyle, Excelsior, was fourth in 12:19, and John Waters, Harley-Davidson, won fifth prize, his time being 13:06. As there were only five prizes the times of the first five only were taken, but the following riders also finished close up with the leaders; W. O. Daniels, Pierce; P. Judkins, Harley-Davidson; G. S. Garrad, Indian; R. E. Snedeker, Excelsior; S. D. Riles, Thor; W. F. Rustin, Pierce; W. H. Williams, Excelsior; J. R. Christian, Harley-Davidson; Paul P. Brinson, Thor, and H.



TBUBNER RUNNING AWAY FROM HIS RIVALS AT WILDWOOD

P. Powell, Excelsior. The only mishap occurred to Williams, who came a cropper at the start, but who mounted and finished.

The rules provided that all except the winner of the first event could compete in the second 10 miles race, and with King eliminated the competition proved more even. Because of their eagerness to get away in the lead, several of the riders opened wide at the start, and a second get-away was necessary. Although the time was not as fast as in the first event, the honors were more closely contested, and Earl McCone, Excelior, was trailed across the tape by several others. McCone finished in 13:07, and J. P. Doyle, also Excelsior, in 13:16. L. Bennett and W. H. Williams, also astride Excelsiors, crossed the tape in 13:30 and 13:34, respectively. J. S. Balber, Harley-Davidson, was fifth in 13:36. The following also finished: John Lubs, Excelsior; T. L. Mitchell, Harley-Davidson; J. R. Christian, Harley-Davidson; Chester Stoy, Thor; H. B. Powell, Excelsior; W. O. Daniels, Pierce; G. S. Garrard, Indian; R. E. Snedeker, Excelsior; Jack Waters, Harley-Davidson; S. D. Riles, Thor; W. F. Rustin, Pierce, and F. Laird, Curtiss.

With two such cracking preliminary events the crowd expectantly awaited the Grand Prize race, and the scene around the start resembled in miniature the start of the Grand Prize automobile race which first made the Savannah course famous. The 22 riders were started from a standstill at intervals of 15 seconds.

King's performance was the revelation of the occasion. He had necer before competed in motorcycle races and had only received his machine a week ago, but nevertheless he rode like a seasoned record-cracker. From the 9th place at the start he worked up to third position at the ending of the first lap, 10 miles, and in the succeeding round he passed Doyle and Lubs and led at the grandstand. From that time until the finish his supremacy was not challenged, and before the 50 miles King had succeeded in lapping several of his adversaries. Ward was thrown from his machine at Sandfly on the second round, but was not injured and got back into the race. The Sandfly turn is a bad angle, and Powell also came to grief at that point, going off the road into a tomato patch for a considerable distance. Buckner was the only other rider who fell. Thirteen of those who started were allowed to finish, and their respective positions and times were:

1	A. B. King, Indian	0:57:55
2	W. F. Shillito, Excelsior	1:01:36
3	Harry Ward, Excelsior	1:03:42
4	J. P. Doyle, Excelsior	1:04:07
5	Earl McCone, Excelsior	1:05:44
6	H. B. Powell, Excelsior	1:07:59
7	J.R. Christian, Harley-Davidson	1:10:21
8	Chester Story, Thor	1:10:28
9	G. S. Garrard, Indian	1:12:07
10	T. L. Mitchell, Harley-Davidson	1:14:13
11	J. Lubs, Excelsior	1:17:56
12	M. M. Martin, Indian	1:19:39
13	W. F. Rustin, Pierce	1:21:26

ATLANTIC CITY RUN PROVES HARD

Harlem Motorcyclists Get Many Penalties—Gold Medals for Eckel, Bergenstein and the Boyers.

For the reason that no better roads are to be found than those highways between New York City and Atlantic City, N. J., it was presumed that perfect scores in the Harlem Motorcycle Club's three days' run between the two cities on July 2, 3 and 4 would produce a majority percentage of perfect scores. Such did not transpire, however, for in spite of the excellent highways and the easy nature of the run, only 12 of the 34 starters got through with clean sheets. Fifteen riders failed to finish.

Unknown to the contestants two secret controls were established and the time of all passing competitors taken, and the perfect scorers adhering closest to schedule were awarded special gold medals in the respective classes. Charles James and C. Boyer, both of whom rode 4 Excelsiors, tied in the single class, and the club therefore will award each a gold medal. They were only 10 seconds off schedule at the secret controls.

In the twin cylinder class C. S. Eckel, 7 Indian, was found to have made the most consistent pace throughout, and he also will receive a gold medal. Another gold medal was offered the rider of the lowest powered machine who came through without blemish, and this was won by Charles Bergenstein, whose old 1¾ Indian went through without a hitch.

The run left New York City early Saturday afternoon, 2nd inst., and the first night's stop was at Farmingdale, N. J. Although this little junction town can claim only a couple hundred inhabitants, they turned out in force to welcome the visiting motorcyclists, as it is seldom that so many visitors are seen in the place at one time. Their particular form of showing their good will was to set off a lot of fireworks in the public square.

On Sunday, 3rd inst., the party rode to Atlantic City, via Lakewood, Toms River and Pleasantville, arriving there at 1 p. m. Atlantic City to New York City was the travel on Monday.

In addition to the gold medal winners named above, the following finished with perfect scores, and therefore will receive silver medals: R. F. Guterman, 5 Indian; R. Wennestroem, 7 Indian; G. B. Gifford, 4 Excelsior; R. G. Hanna, 4 Royal Pioneer; A. C. Bergenstein, 5 Indian; W. Connah, 4 Indian; J. C. Eckerl, 6 N. S. U., and A. Leslie, 5 Indian.

The other finishers were: D. J. Willis, 5 Indian; G. Doremus, 5 Indian; John Gold, 6 N. S. U.; George Piper, 4 Excelsior; Joseph Greif, 5 Indian; Herman Metz, 5 Indian, and Mrs. J. C. Eckerl, 3½ N. S. U. Mrs. Eckerl had a perfect score until she reached Jersey City on the return trip. Just outside the city she struck a patch of sand and fell, and the delay was sufficient to put a blemish on her otherwise clean score sheet.

Binghamtonites Hold a Durability.

What was styled a durability race, but which more nearly approached a road race, was held in Binghamton, N. Y., Monday morning last, 4th inst. Five riders entered in the twin class, but only two finished, these being E. J. Morse and E. H. Davis, both of whom rode 5 Indians and finished with perfect scores. H. Ives, H. Millard and J. Adriance, all on Reliance machines, failed to finish. There were 12 entries in the single class, and only three failed to show up at the finish, L. Russell, Harley-Davidson; J. Braico, M-M, and C. Benedict, Reliance. The official result was: W. J. Lyon, Harley-Davidson, 1,000 points; E. D. Hilsinger, Harley-Davidson, 1,000 points; F. Ellis, Curtiss, 995 points; R. Page, Reliance, 995 points; Karl Wright, Harley-Davidson, 960 points; H. A. Curtiss, Erie, 945 points; J. Boardman, 880 points; Rex Lyon, Harley-Davidson, 880 points, and A. Nolan, M-M, 855 points. As a curtain raiser a three miles handicap road race was held, but the time or machines were not announced. The result was: First, J. W. Wood (1:40); second, George Ervin (1:30); third, Harry Daley (0:30); fourth, William Robbins (0:45); fifth, Michael Dedick (0:45); sixth, Jesse Hyre (0:30); seventh, Harold Burke (0:45); eighth, Fred Ruoff. (1:00).

San Franciscans Go to Gilroy.

Only nine members of the San Francisco (Cal.) Motorcycle Club participated in that organization's endurance run from the Golden Gate city to Gilroy, Cal., on Sunday, 26th ult. Despite the rough going, owing to road repair, all but two of the starters finished, and of this number all made perfect scores except two.

The running time between San Francisco and San Jose for machines built prior to 1909 was 3 hours 20 minutes, while 2 hours 3 minutes was allowed for 1909 and 1910 machines. The time between San Jose and Gilroy was 2 hours for the older machines and 1 hour 30 minutes for the later models. Following are the results:

1909 and 1910 class—E. O. Stone, 4 Thor, perfect; W. G. Collins, 4 belt Indian, perfect; H. Kotschnitzy, 4 Thor, perfect; George Payton, 3½ Indian, 17 points.

Machines built prior to 1909—C. Campbell, 2¾ Indian, perfect; G. McLeod, 1¾ Indian, perfect; Dr. I. W. Lichter, 2¾ Light, 32 points.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

ENTRIES SCARCE AT GUTTENBERG

Stockholder-Entrant Wins But One Event —Seery Scores Twice—Mercier Captures the Twenty-five Miles.

Scarcity of entries again minimized the interest in and importance of the regular Sunday racemeet on the Guttenberg (N. J.) track on the 3rd inst. It was an "off" day, too, for Stockholder Walter Goerke (Indian). He won but one race, the Guttenberg handicap at 10 miles, in which he gave away starts up to 20 seconds. In this event W. F. Stubner (N. S. U.) drew a long lead and looked all over a winner until the last lap, when Goerke collared him. Goerke also came near to victory in the feature event, the 25 miles scratch. Goerke did not get into his stride until the race was half over, up to which time Steubner and Mercier (Indian) had alternated in the lead with Fred Voelker (N. S. U.) in the offing. About the 15th mile Goerke began to close up and had run into second place when his tire blew out and put him out of the fight. Steubner had lost ground, Mercier steadily drawing away from him and after Goerke's mishap he had no trouble in romping home in front. Voelker also passed Steubner and snatched second place. The summaries:

Ten miles novice, stock machines—Won by J. McClintock; H. Costello, second; A. Crapo, third. Time, 17:26.

Ten miles, private owners—Won by H. Costello; F. Seery, second; E. L. Swain, third. Time, 5:57⅕.

Five miles, open—Won by F. Seery; F. Voelker, second; W. Goerke, third. Time, 5:00⅘.

Ten miles match between F. Voelker and F. Seery—Won by Seery. Time, 11:56.

Ten miles, Guttenberg Handicap—Won by W. Goerke; W. F. Steubner, second; F. Voelker, third. Time, 10:21⅕.

Twenty-five miles, scratch, open—Won by F. Mercier; F. Voelker, second; W. F. Steubner, third. Time, 28:27.

Honors Easy at Rochester Meet.

Edward Stauder, the local crack, was the most conspicuous figure at the Rochester (N. Y.) Motorcycle Club's racemeet at Chittenden Park track on the 4th inst., accounting for both of the scratch events to which he was eligible. Wisely, however, the program had included three handicap events and these served to distribute the honors. The summaries:

Five miles novice, flying start—Won by George Brasser; second, William Brasser; third, William Troy. Time, 6:47⅗.

Five miles open, flying start—Won by Edward Stauder; second, J. H. Castle; third, R. Bishop; fourth, William Shields. Time, 6:55⅘.

Five miles handicap, Rochester riders only—Won by J. H. Castle; second, Edward Stauder; third, R. Bishop; fourth, E. Van Almkirk. Time, 7:02⅕.

Five miles open handicap—Won by E. Van Almkirk (45 seconds); second, Edward Stauder (scratch); third, William Shield (35 seconds); fourth, J. H. Castle (scratch). Time, 6:55⅕.

Ten miles handicap—Won by J. H. Castle (30 seconds); second, Warner Dolps (1:00); fourth, William Troy (1:30). Time, 15:55⅕.

Five miles, Rochester Motor Club championship—Won by Edward Stauder; second, J. H. Castle. Time, 7:00⅕.

Five miles consolation for non-winners—Won by George Hunt; second, H. C. Burdick; third, J. E. Hickman. Time, 7:20⅘.

Two miles match between George Hunt and G. H. Ellsworth—Won by Ellsworth. Time, first heat, 3:07; second heat, 3:45⅕.

Fast Going on Denver's Three-Laps Track.

In spite of the fatality the day before when the races were called off following the accident in which "Ben Brazee" was killed, none of the riders seemed unnerved at the Fourth of July racemeet at the Tuileries 3-laps track, Denver, Col. Close finishes and sensational riding marked all the events and a large crowd enjoyed the competition. After Joe Walters, on his Excelsior, set a track record of 5:21⅗ for single cylinder machines, Glen Boyd reduced this time to 5:11⅗ with his Indian. The most sensational event was the five miles professional free-for-all, which Armstrong won in the fast time of 4:49. The summaries:

Five miles against time, singles—Won by Boyd, 5:11⅗; second, Wolters, 5:21⅗.

Five miles handicap, professional—Won by Boyd; second, Armstrong; third, Wolters. Time, 5:00.

Three miles singles, amateur—Won by Cassady; second, Clayton. Time, 3:53.

Five miles twins, professional—Won by Boyd; second, Albright. Time, 5:20.

Three miles twins, amateur—Won by Clayton; second, Jackson. Time, 5:20.

Five miles singles, professional—Won by Boyd; second, Wolters. Time. 5:24.

Five miles free-for-all, professional—Won by Armstrong; second, Boyd; third, Wolters. Time, 4:49.

Younkin Twice Beats Ottumwa Rivals.

Demonstrating that his mount, unlike Jeffries, was able to "come back," Lloyd Younkin, on a three years old, 5 horsepower Indian twin, outdistanced Jack Sweeney, Thor, and Hugh Slaught, Excelsior, in a two miles motorcycle race, which was one of the features of the Fourth of July program at Ottumwa, Ia. On the first trial the distance was made in 3:13, but Sweeney and Slaught protested that the start had not been even, so Younkin agreed to run the race over. He again was the victor, with Slaught second, Sweeney dropping out. A broken battery connection on one cylinder slowed Younkin's time to 3:30⅕ on the second running of the course.

CHICAGOANS GIVE GOOD PROGRAM

Galitzki Gathers in Three of Eight Events in Libertyville—Private Owners do Some Good Work.

More than 4,000 people attended the Chicago Motorcycle racemeet at the Libertyville track, Libertyville, Ind., on July 4. The track is about 25 miles out from Chicago, and in addition to drawing the Windy City enthusiasts, attracted not a few from many of the smaller towns in Illinois, Indiana and Wisconsin. Of the eight events decided, Leo Galitzki, Indian, took three and finished third in two others, while M. E. Ketchum, Harley-Davidson, and C. S. Hinckley, Indian, accounted for two firsts apiece, with G. E. Covington, Harley-Davidson, the victor in the remaining event. The 25 miles for private owners, using stock machines not exceeding 50 cubic inches displacement, saw a good battle between the six starters, until Ketchum drew away and won. The summaries:

Five miles, 30.50 class stock machines, private owners—Won by G. E. Covington, Harley-Davidson; second, N. E. Ketchum, Harley-Davidson; third, A. Unger, Indian. Time, 6:17.

Ten miles, 50.00 class stock, open—Won by Leo Galitzki; Indian; second, W. Brewster, Merkel; third, Oak Fisher, Harley-Davidson. Time, 12:11⅗.

One mile time trial—By C. S. Hinckley, Indian. Time, 1:00.

Five miles, 30.50 class, private owners—Won by N. E. Ketchum, Harley-Davidson; second, A. Unger, Indian; third, T. C. Monroe, Sears-Roebuck. Time, 6:13⅗.

Five miles, 30.50 class, free-for-all—Won by Leo Galitzki, Indian; second, Charles E. Jenkins, Indian; third, F. Beck, Harley-Davidson. Time, 5:54⅕.

Ten miles, 61.00 stock machines, open—Won by C. S. Hinckley, Indian; second, Charles E. Jenkins, Indian; third, Leo Galitzki, Indian. Time, 11:03⅕.

Twenty-five miles, 50.00 stock machines, private owners—Won by M. E. Ketchum, Harley-Davidson; second, George Covington, Harley-Davidson; third, W. Walsh, Harley-Davidson. Time, 31:27⅕.

Five miles, 61.00 class, free-for-all—Won by C. S. Hinckley, Indian; second, Charles E. Jenkins, Indian; third, Leo Galitzki, Indian. Time, 5:15⅗.

Twenty miles, 30.50 stock machines, open—Won by Leo Galitzki, Indian; second, F. Beck, Harley-Davidson; third Oak Fisher, Harley-Davidson. Time, 24:45.

North Jersey Motorcyclists Organize.

The North Jersey Motorcycle Club was organized last week in Paterson N. J., with the following officers: President, L. N. Goodenough; vice-president, D. B. Sawyer; secretary, Harvey Snyder.

ANDREWS IS CANADA'S CHAMPION

Cycle Racing the Big Feature of Waterloo's Celebration—Kipp, on a Motorcycle, Wins a Horse.

Waterloo, Ontario, July 3.—Not since the great Canadian Wheelmen's Association's meet in 1895 has Waterloo celebrated in such royal style as yesterday and today, and Dominion Day, 1910, will go in its annals as a red letter occasion. Nearly 10,000 people saw the Canadian bicycle championships run yesterday, and there were nearly as many persons at the track this afternoon, when the championship meet was concluded.

The two days' celebration afforded a most comprehensive program, and although there was a drill by several hundred school children, a skirmish by the Waterloo Cadet Corps, and a big horse show, it is undeniably true that the bicycle championships furnished the most excitement.

It had been expected that W. E. Andrews, of Toronto, who was one of the Canadian team in the Olympic games at London last year, would obtain his share of the medals, but it was not expected that he would sweep the track clean, which was what he did.

On Dominion Day, July 2nd, Andrews not only won the one-half, one and five mile championships, but he also captured the mile handicap, and at today's meeting he finished his coup by winning the quarter mile and ten mile titles. By his superb riding Andrews showed that he is the best sprinter in Canada, and his friends are urging him to go to the states and try his luck against the cracks around New York.

Another interesting feature of the first day's program was a 10 miles motorcycle race, in which the first prize was the thoroughbred two-year-old Princess Zenia, eligible for next year's King's Plate. The prize was jolly well worth winning, and as a result the final heat brought about a magnificent duel between Herbert Kipp, W. Anderson and A. McLean, who finished in that order. The first-named won by a scant 20 yards. There were several mishaps in the preliminary practice, but nothing occurred to mar the afternoon's sport. The summaries:

First Day, July 2.

One mile novice—Won by Gus Hoglen; second, George Rogers; third, D. M. Allen. Time, 2:30⅗.

One-half mile championship—Won by W. E. Andrews; second, G. McMillan; third, T. Bulger. Time, 1:16⅘.

One mile championship—Won by W. E. Andrews; second, J. J. Golden; third, T. Bulger. Time, 2:21⅗.

Ten miles motorcycle open—Won by Herbert Kipp; second, W. Anderson; third, A. McLean. Time, 16:07⅖.

Five miles championship—Won by W. E. Andrews; second, G. McMillan; third, W. Morton. Time, 14:18⅕.

One mile handicap—Won by W. E. Andrews (scratch); second, H. Young; third, W. Wilson. Time, 2:23.

Second Day, July 3.

Two miles handicap—Won by W. Wilson; second, H. Young; third, J. McGrath. Time, 5:04.

One-quarter mile championship—Won by W. E. Andrews; second, W. Morton; third, G. McMillan. Time, 0:35.

One mile boys—Won by N. Knight; second, H. Hopper; third, W. B. Lakely. Time, 2:39⅘.

Ten miles championship—Won by W. E. Andrews; second, G. McMillan; third, W. Smith. Most laps, W. Rogers. Time, 29:15⅗.

Dark Quaker Strong at Trenton.

George Harris, the Philadelphia young negro crack, captured first time and second place prizes in the 25 miles handicap road race held in Trenton, N. J., July 4th. The course was somewhat hilly and a stiff wind prevailed, but Harris, who rode from scratch, covered the course in 1 hour 6 minutes. Leon Grogan, also of Philadelphia, who was on the same mark with Harris, finished in sixth position. Stephen Carroll, of North Penn, another honor marker, followed Harris across the tape and won second time prize. First place prize was won by Richard Moore, of Trenton, who had an allowance of 6 minutes. There were 85 starters. Following are the prize winners: First, Richard Moore (6), 1:07:56; 2, George Harris (scratch), 1:06:00; 3, Stephen Carroll (scratch), 1:06:48; 4, T. Harris, (1), 1:08:10; 5, G. Behrens (scratch), 1:09:00; 6, Leon Grogan (scratch), 1:09:10⅕; 7, Barver (4), 1:15:00; 8, Duglar (3), 1:12:00; 9, Hobson (4), 1:17:00; 10, Morris (5), 1:18:00; 11, Wood (6), 1:23:00; 12, Ayabete (6), 1:23:49; 13, Trenson (3), 1:38:00.

Grand Rapids Talent Surprised Blum.

William Blum, Chicago's famous roadburner, caught a Tartar, or rather two Tartars, in Grand Rapids, Mich., on the 2nd inst. William journeyed to the Michigan city to compete in the Western Michigan Cycle Club's 15 miles handicap road race and visions of either first place or fast time prizes, or both, floated before his eyes; he is so used to such prizes that the visions arise without effort on his part; they were dissipated in the race itself, however. It was won by R. W. Bignal, a member of the local club, who had 6 minutes handicap, and the first time prize went to another member, F. Wilson (2 minutes), who covered the course in 47:45. Blum (scratch) made second fastest time, 50:25. The other time prizes were won by L. Timmers (2 minutes), 50:30; C. Smith (2 min.), 50:35, and A. Lindberg (2 minutes), 50:40. There were 35 starters, a majority of whom finished the course.

EMPIRES "CLEAN UP" AT RAHWAY

Appropriate All the Chief Prizes in Twenty-five Miles Bicycle Handicap—Murphy Captures the Winner's Honors.

The Empire City Wheelmen of Brooklyn, N. Y., realized an ambition of long duration on Monday last, 4th inst., when they won all the leading prizes in the 25 miles handicap bicycle race at Rahway, N. J. Henry J. Murphy, Joseph Schuster and Thomas Kennedy, all members of the aggressive Brooklyn organization, finished first, second and third, respectively, and Carl Ericson, of the same club, likewise Schuster, carried away first and second time prizes.

The race, which was promoted by James McCollum, was the most successful of the annual events that have been held in Rahway. Nearly 80 riders started in the race, and among this number were represented the flower of the metropolitan cracks. The course was from the corner of St. George and Westfield avenues, Rahway, to Elizabeth. This course was covered three times. About 1,500 spectators witnessed the contest.

Murphy rode a splendid race from the two-minute mark, and he covered the distance in 1 hour 5 minutes 11 seconds. Carl Ericson, who started from scratch and won first time prize, finishing eleventh, was timed in 1:04. Schuster, who won second time prize from the one-minute mark, covered the course in 1:04:11⅗. Thirty-one prizes were awarded to the following riders: 1, Harry J. Murphy, Empire City Wheelmen; 2, Joseph Schuster, E. C. W; 3, Thomas Kennedy, E. C. W.; 4, Meyer Feldman, United Wheelmen of New York; 5, J. De Bruyn, New York; 6, George Simon, Plainfield; 7, Chas, Hausenbauer, Brooklyn; 8, William Seogelsen, E. C. W.; 9, H. L. Lind, E. C. W.; 10, Lomond Ricalton, Maplewood; 11, Carl Ericson, E. C. W.; 12, John A. Stafko, E. C. W.; 13, Meyer Feldman, United Wheelmen; 14, H. Behrens, Linden; 15, Robert B. Smith, E. C. W.; 16, Louis Marron, United Superior Wheelmen, New York; 17, William Hauck, Passaic; 18, A. Dawson, Morris Park, L. I.; 19, F. Fisher, New York; 20, John Becht (scratch), E. C. W.; 22, M. Journey, Passaic; 23, John Jacobi, Linden; 24, Walter Pofahl, Newark; 25, G. S. Askey, Williamsbridge; 26, Roy Condron, Pierce Club; 27, Frank Mehrman, E. C. W.; 28, W. Thalkasson, New York; 29, Harry McVicar, Pierce Club; 30, D. J. McIntyre, Williamsbridge; 31, L. Cone, New York.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

The Week's Sport on the Eastern Circuit

At Providence, July 1st.

A broken chain spoiled the motorpaced match between Moran and Collins at the Providence (R. I.) saucer track Friday night, 1st inst., just at a time when there promised some interesting riding. Collins was making a desperate effort to pass Moran when his chain snapped in twain and before he could get another bicycle Moran had gained six laps. The race ended that way, Moran finishing in 15:55.

The surprise of the evening came in the three miles professional scratch in which 18 riders started. Vanoni, Goulette and Anderson set most of the pace, and when the final sprint came Fogler was in front and there he stayed. Hehir got second and Kramer third. In the handicap Kramer could not qualify in his heat, and the race went to Menus Bedell. John Bedell added to the family teacup by winning the invitation race. The summaries:

Three-quarters mile handicap, amateur—Won by Loftes; second, Hollister; third, Morgan. Time, 1:26⅗.

One-half mile handicap, professional—Won by M. Bedell; second, West; third, Vanoni; fourth, Hehir; fifth, Williams. Time, 0:54.

Two miles scratch, amateur—Won by McCarthy; second, Thomas; third, Hollister; fourth, Lewis. Time, 4:21⅗.

Three miles scratch, professional—Won by Fogler; second, Hehir; third, Kramer; fourth, West; fifth, Hill. Lap prize winners—Vanoni, Goulette, Anderson, 6 each; Krebs, Williams, 2 each; Hill, 1.

One mile invitation, professional—Won by J. Bedell; second, Drobach; third, Krebs; fourth, Lawrence; fifth, Mitten. Time, 2:18.

Ten miles motorpaced, professional—Won by Moran; second, Collins. Time, 15:55.

At Revere Beach, July 2nd.

Some narrow-brained individuals with nothing better to occupy their attention amused themselves at the Revere Beach (Mass.) saucer track last Saturday night, 2nd inst., by dropping metal caps from bottles upon the track, and as a result spoiled what doubtless would have been a blood-stirring motorpaced match between Elmer L. Collins, of Lynn, Mass., and George Wiley, of Syracuse, N. Y. Wiley assumed the lead at the start, and had lapped Collins when he ran over a metal cap and promptly punctured. Collins sat up until Wiley changed bicycles, but more punctures from the same cause followed and Collins could not help winning by 11 laps.

The feature of the evening was the mile professional championship, and Kramer, Fogler, Krebs and John Bedell qualified for the first semi-final heat. Kramer and Fogler won. In the second semi-final Root used good judgment and finished first, with Hehir close up, Drobach and Floyd Krebs taking the count. In the final heat there was considerable jockeying until three laps to go, when Fogler went to the front, Kramer on his rear wheel. Kramer went around Fogler easily in the last lap and Hehir finished third, but was set back for boring Root.

McCarthy's mistake in the three miles shamateur scratch cost him the race. The Canadian had the event won by a dozen lengths when he sat up at the bell, thinking it was the finish. He got going again, but only finished fourth, Thomas of San Francisco, winning from Cutler, of Wakefield. The summaries:

One mile championship, professional—Won by Kramer; second, Fogler; third, Root; fourth, Hehir. Time, 2:38.

Two miles handicap, professional—Won by Wells; second, Lawrence; third, Vanoni. Time, 3:55.

Three-quarters mile handicap, amateur—Won by Cutler (95); second, Thomas (50); third, Farren (90); fourth, Hayes (90). Time, 1:28⅘.

Two miles handicap, amateur—Won by Thomas; second, Cutler; third, Coburn. Time, 7:00.

Fifteen miles motorpaced, professional—Won by Collins; second, Wiley. Time, 23:58.

At Newark, July 2nd.

Frank L. Kramer added 5 more points to his already large number in the race for the professional title for 1910 by winning the two miles championship at the Newark (N. J.) Velodrome Sunday afternoon last, 3rd inst., after winning the first semi-final heat from Fogler, Root and John Bedell in a thrilling manner. When this quartet lined up for the first semi-final the spectators expected a battle royal, and they were not disappointed. Bedell led off and then Root took the lead. Kramer appeared in for a beating, as it was not thought he could pass both Root and Fogler in the home stretch, but by a marvelous sprint he did so, Root getting second. Not a half wheel separated the four riders. Hill and Wells qualified in the second semi-final heat and in the final Carmen and Krebs were put in to set the pace until the last few laps. The final was easier for Kramer than had been the semi-final. Root was second, Hill third and Wells fourth.

Alfred Goulette, the marvelous Australian pursuit king, who has yet to meet his Waterloo, added another victim to his list when he met Fogler in an unlimited grind. The Brooklyn crack figured that he would have to catch the Australian early in the chase if he expected to have a chance, and before the mile was reached Fogler had Goulette sighted in the stretches. The exertion was too great, however, for Goulette steadily drew away and at four miles had reversed the earlier position. Fogler rode gamely, but the Australian sprinted and ended the race at 4⅓ miles.

After taking first place in the invitation for professionals, Charles Stein was disqualified, Anderson being given first money. Stein came through on the pole. Jacob Magin was the star of the shamateurs, taking both races. The summaries:

Two miles championship, professional—Won by Kramer; second, Root; third, Hill; fourth, Wells. Time, 4:20⅗.

Three miles handicap, professional—Won by Root (70); second, West (90); third, Mitten (160); fourth, Hehir (60); fifth, Anderson (80). Time, 5:47.

One-half mile scratch, amateur—Won by Magin; second, Passinger; third, Hollister. Time, 1:16⅗.

Two miles invitation, professional—Won by Anderson; second, Drobach; third, Menus Bedell; fourth, West; fifth, Lawrence. Time, 4:13.

Unlimited match pursuit, professional—Won by Goulette; second, Fogler. Distance, 4⅓ miles. Time, 9:45.

Three miles handicap, amateur—Won by Jacob Magin (scratch); second, C. A. Smith (180); third, Jokus (50); fourth, Thomas (90); fifth, Coburn (90). Time, 6:15⅘.

At Clifton, July 3rd.

Elmer L. Collins, the American motorpaced champion, got revenge upon George Wiley, who is running him a close race for the honors this season and at the same time broke the record for one hour behind small rollers, when he won a race of this duration at the Clifton (N. J.) Stadium Sunday afternoon last, 3rd inst. Collins met Wiley and Moran, and in the hour succeeded in covering 42⅔ miles, or 1⅙ miles better than did Wiley the previous Sunday, when he defeated Collins. Collins rode superbly from start to finish, and when the hour was up he led Wiley by exactly 2½ miles. Moran covered only 32 miles 1 lap.

Fred McCarthy, of Toronto, finished first in the half mile amateur scratch, but was disqualified and the prize given to Michael Journay, who finished second. In the half mile handicap John B. Hawkins made good his allowance of 25 yards and led Journay across the tape in a blanket finish. The summaries:

One hour motorpaced, professional—Won by Collins; second, Wiley; third, Moran. Distance 42⅔ miles.

One-half mile scratch, amateur—Won by Michael Journay; second, S. Rein; third, J. B. Hawkins. Time, 1:05⅘. McCarthy finished first but was disqualified.

One-half mile handicap, amateur—Won by Hawkins (25); second, Journay (10); third, Rein (45); fourth, Bogle (40). Time, 1:00.

At New Haven, July 4th.

Independence Day gave the bicycle "fans" of New Haven, Conn., a double-header of excellent races at the Lighthouse saucer track. The afternoon crowd was the larger, due probably to the prize fight at Reno, Nev. The "fans" were so disappointed at Jeffries' defeat that they didn't care whether they lived or not. The wiser persons were those who went to the bicycle races, for the stirring finishes made them forget the chagrin of the other.

Kramer started in both races in the afternoon, but was unfortunate in his selection of tires, getting a puncture in each event. In the miss and out race Joe Fogler brought the crowd to their feet when he won from Root and John Bedell in a blanket finish. Goulette added to his reputation by outriding the field in the handicap, and Hehir had little or no trouble in twice taking Percy Lawrence's measure in their match.

The feature of the evening events was the five miles professional scratch, in which Kramer outsprinted John and Menus Bedell. Goulette again proved his stamina in the handicap race, and before long will have acceded to the reputation once held by W. S. Fenn, who practically was unbeatable in handicap races. The summaries follow:

Afternoon.

One-half mile match, professional—First heat won by Hehir; second, Lawrence. Time, 1:07. Second heat and match won by Hehir. Time, 1:19⅗.

One mile handicap, amateur—Won by Scheller; second, McCarthy; third, Hollister. Time, 2:05⅗.

One-half mile handicap, professional—Won by Goulette; second, Vanoni; third, Krebs. Time, 0:54⅕.

Two miles invitation, professional—Won by Fred Hill; second, Menus Bedell; third, T. Smith. Time, 4:17⅗.

Three miles invitation, amateur—Won by Jokus; second, Thomas; third, Hollister. Time, 7:16.

Miss and out, professional—Won by Fogler; second, Root; third, John Bedell. Distance, 1¾ miles. Time, 3:15⅗.

Evening.

Unlimited pursuit, amateur—Won by Coburn; second, McCarthy; third, Ryan. Distance, 2 miles 7½ laps. Time, 6:21⅖.

One mile handicap, professional—Won by Goulette; second, Root; third, Krebs. Time, 1:51.

Two miles invitation, professional—Won by John Bedell; second, Menus Bedell; third, West. Time, 5:17⅕.

Unlimited match pursuit, professional—Won by Goulette; second, Anderson. Distance, 2 miles 7½ laps. Time, 5:36⅕.

Two miles handicap, amateur—Won by McCarthy; second, Thomas; third, Scheller. Time, 4:12⅖.

Five miles scratch, professional—Won by Kramer; second, J. Bedell; third, M. Bedell. Time, 10:35.

At Providence, July 4th.

Elmer L. Collins, of Lynn, Mass., and George Wiley, of Syracuse, N. Y., turned the tables on each other at Providence, R. I., July 4th. In the afternoon Collins won the 15 miles motorpaced race, with Wiley second and Mitten third. In the evening Collins quit after riding 39 of the 50 miles, and Wiley scored the victory by defeating Drobach.

The afternoon race was run in three five mile heats, and Mitten took Williams' measure in the first go. In the second heat Wiley trounced Moran, and Collins scored a victory over Drobach in the third heat. Mitten was outclassed from the start in the final heat, and after being lapped three times by Wiley and Collins he was forced to withdraw after suffering a puncture. Wiley was giving Collins a great battle when his motorcycle tire punctured, and by the time he could get going again he did not have a chance.

Wiley was determined to get even with Collins in the 50 miles race in the evening, and with that idea in mind he set a great pace from the start, leading until the 39th mile, when Drobach, who had been grinding along in second place without a murmur gave battle and caused Wiley to lose his pace. Collins quit at 39½ miles, Moran having found it necessary to retire a couple of miles earlier.

In the 40th mile Drobach led Wiley by one lap, but Wiley got in some good kicks and succeeded in passing the South Boston crack before the 45th mile. In the last five miles the Syracusan rode his legs off and succeeded in lapping Drobach just before the finish. In the amateur events Wright was invincible, winning every open event at both meets.

The summaries:

Afternoon.

Fifteen miles motorpaced, professional—Won by Collins; second, Wiley; third, Mitten. Time, 24:26⅕.

One mile novice—Won by W. Turville; second, Martin Olson. Time, 2:28.

Unlimited match pursuit, amateur—Won by Wright; second, Loftes. Distance, 1¾ miles. Time, 4:50.

Two miles handicap, amateur—Won by Wright (scratch); second, Morgan (90); third, Lewis (180). Time, 5:32⅘.

Five miles motorcycle match pursuit, amateur—Won by Swenson; second, C. L. Loftes. Time, 1:31⅘.

Evening.

Fifty miles motorpaced, professional—Won by Wiley; second, Drobach; third, Collins; fourth, Moran. Time, 1:20:44⅘.

One mile handicap, amateur—Won by Wright; second, T. Connolloy; third, Cutter. Time, 2:03

At Newark, July 6th.

Joe Fogler, the Brooklyn crack, made one of the greatest rides of his career at the Newark (N. J.) Velodrome on Wednesday night last, 6th inst., when he won the three miles professional repechage handicap. Fogler started from scratch, and after a good pull from Kramer, Root and Hill, he got to the front at about two miles. Three laps from the finish Rupprecht jumped with Krebs on and Goulette and Hehir back of them, followed by Fogler and Stein. At the bell Goulette went into the lead with Hehir on and Fogler in third position. At the first turn Fogler started to circle the two Australians, but Hehir gave him a wide ride. That didn't feaze Fogler, though, and he got even with Hehir and Goulette at the last turn. Sir Joseph then made a pretty jump, and the Australians appeared glued to the track. The Brooklynite won sitting up and looking around at the others. Krebs came fast in the last 100 yards and nosed out Goulette for third money.

The paced race was a failure, although it was expected to prove the feature event. Moran, Collins, Wiley and Root were billed to take part in a one-hour grind behind the motors, but Carmen took Moran's place, the latter being ill. Carmen rode for 9 miles 1 lap, when he was compelled to withdraw because of a fall, and Root quit after riding 12 miles. Everything went along smoothly until the 15th mile was reached, when Collins was challenged by Wiley. After a sprint of two laps Collins lost his pace and was circled by Wiley. Collins drew up even at 19 miles, and there was another sprint. With both riders abreast the rear tire of Wiley's pacing machine exploded. Fortunately Ruden was able to bring the machine off the track before falling, although Wiley narrowly missed striking the railing at the top. Nine miles further, after Turville had gone in to pace Wiley, Collin's pacing machine blew out a rear tire and both he and Hunter fell. On examination Collins was found to be more scared than hurt and Hunter did not receive a scratch. A few minutes later the race was declared off. The summaries:

Two miles repechage handicap, professional—Won by Fogler (scratch); second, Hehir (50); third, Krebs (160); fourth, Goulette (120); fifth, Stein (140). Time, 3:57⅕.

Three miles scratch, amateur—Won by Passinger; second, Scheller; third, Magin; fourth, Wright. Time, 6:26⅕.

Motorpaced match, professional—Won by Wiley; second, Collins; third, Root; fourth, Carmen. Race declared off at 36⅓ miles. Time, 48:45.

At New Haven, July 7th.

There were no amateur races at the New Haven (Conn.) saucer Thursday night, 7th

inst., and thereby hangs a tale. A week ago a list of the shamateurs who have been faking by accepting cash in lieu of merchandise or jewelry prizes, was handed to R. F. Kelsey, chairman of the National Cycling Association's board of control, and it was expected that the lightning would strike promptly. Kelsey, however, did not act as quickly as the evidence would seem to demand. Manager Chapman meanwhile had anticipated that the riders would be promptly transferred to the professional ranks, where they belong, and he had made his New Haven program accordingly, and that some of the riders did not mind taking cash openly is evidenced by the fact that eight of them rode in the two Class B professional races. The new "pros" are Fred McCarthy, Toronto, Can.; Chris Scheller and Lloyd Thomas, of San Francisco; Ernest Jokus, Martin Ryan and William Coburn, of Newark, N. J.; Phil Wright, of Salt Lake City, and E. J. Hollister, of Springfield, Mass.

In the Class A professional races Frank Kramer won the feature 10 miles scratch with lap prizes. Kramer was in fifth position until the last lap to go, when he uncorked a marvelous sprint and went around the leading riders as though they were standing still. Hehir was second and Fogler third. In the handicap Kramer punctured in his heat and the final went to Jumbo Wells.

There were two Class B professional races—a two miles scratch and a mile handicap. In the latter Thomas had the limit of 100 yards and McCarthy was on scratch. Jokus won from the 50 yards mark and Phil Wright was second. In the scratch race Scheller was the class and defeated Wright and Hollister with encountering a great deal of resistance.

The summaries:

Ten miles scratch, professional Class A—Won by Kramer; second, Hehir; third, Fogler; fourth, Lawrence; fifth, Krebs. Time, 22:07⅘.

One-half mile handicap, professional Class A—Won by Wells (60); second, Krebs (35); third, Crebs (45); fourth, Goulette (45); fifth, Mitten (50). Time, 0:55⅗.

Two miles scratch, professional Class B—Won by Scheller; second, Wright; third, Hollister. Time, 4:39⅕.

One mile handicap, professional Class B—Won by Jokus (50); second, Coburn (25); third, Ryan (40). Time, 2:02.

Five miles motorcycle, professional—Won by Turville; second, Hunter; third, Ruden. Time, 6:43.

One mile motorpaced exhibition, professional—Won by Collins. Time, 1:23.

Offers Prize for Quarter-Mile Record.

The Bicycle Supply Co., Salt Lake City, Utah, has offered a prize of $25 to the first professional rider who breaks the unpaced quarter mile competition record, standing start. The mark was made by Kramer and stands at 28⅕ seconds.

HOOTS HEARD AT SALT LAKE CITY

Feature Races Go Wrong and Crowd Voices Displeasure—Poor Sport Followed by a Gingery Meet.

Salt Lake City, June 29.—The hooting and booing of some disappointed spectators spoiled the Tuesday night race meet at the Salt Palace saucer last night. That and several other unfortunate occurrences did not tend to make the crowd well pleased with the evening's performance. Both the feature races went wrong. Although suffering from congestion of the ear, Macfarland, rather than disappoint the public, rode a match pursuit against Pye, the Australian, but lost, as those who knew of Macfarland's indisposition fully expected him to do. Hardy Downing also was suffering from a heavy cold, but defeated Emil Agraz in their motorpaced match, which required three heats, the starting of one being ludicrous in the extreme.

In the two miles "amateur" handicap, Hume deliberately dropped back and paced Colvin, a limit man who had shown sufficient speed to take nearly all the lap money. Referee Berry thrice ordered him from the track, but Hume heeded not and will now have the opportunity of watching the races for 10 days. Diefenbacher won both "amateur" races and Wilcox and Hopper made a good race of the professional handicap. The summaries:

One mile handicap, professional—Won by Wilcox (100); second, Hopper (105); third, Burris (65); fourth, Carslake (55); fifth, Senhouse (35). Time, 1:48⅖.

Two miles handicap, amateur—Won by Diefenbacher (scratch); second, Gemple (145); third, McNeil (35); fourth, Brodbeck (scratch); fifth, Colvin (200). Time, 4:01⅖.

Two miles handicap, professional—Won by Clarke; second, Lawson; third, Walker; fourth, Wilcox; fifth, Carslake. Time, 3:55⅕.

One-half mile scratch, amateur—Won by Diefenbacher; second, Hume; third, Berryessa; fourth, McNeil; fifth, Gemple. Time, 1:02⅖.

Unlimited match pursuit, professional—Won by Pye; second, Macfarland. Time and distance not stated.

Two miles motorpaced match, professional—First heat won by Agraz. Time, 3:02⅖. Second and final heats won by Downing. Times, 2:43⅘ and 2:42.

Salt Lake City, July 2.—In marked contrast to the listless meet of Tuesday, last night's card at the Salt Palace saucer was all that could be desired in the way of a successful program. There were several features to hold the interest of the 4,000 "fans" in attendance. Hardy Downing rode a pretty five miles motorpaced exhibition in 6:04⅕, and A. J. Clarke conclusively showed that he is Iver Lawson's master at the sprint game. Clarke also showed his mettle in the 2 miles handicap, which he won by half a lap over a fast field, in the fast time of 3:41⅘. Lawson also started from scratch, but found the pace set by Pye and Macfarland a bit too strenuous. Gordon Walker also came in for a share of applause when he defeated Macfarland, DeMara, Dorlon and Pye in the order named in the half mile scratch. "Alphonse" Diefenbacher and "Gaston" Brodbeck took the leading prizes in the amateur events. The summaries:

Five miles motorpaced against time, professional—By Downing. Time, 6:04⅕.

Match sprint, professional—First heat (½ mile) won by Clarke; second Lawson. Time, 1:16. Second heat (¾ mile) won by Clarke. Time, 1:34⅘.

Three-quarters mile handicap, amateur—Won by Diefenbacher (scratch); second, McNeil (30); third, Gemple (85); fourth, Rodberg (105). Time, 1:26.

One-half mile scratch, professional—Won by Walker; second, Macfarland; third, DeMara; fourth, Dorlon; fifth, Pye. Time, 0:58⅕.

Five miles scratch, amateur—Won by Diefenbacher; second, Brodbeck; third, McNeil; fourth, McCormack; fifth, Berryessa. Time, 10:46⅖.

Two miles handicap, professional—Won by Clarke (scratch); second, Carslake (115); third, Wilcox (110); fourth, Walker (70). Time, 3:41⅗.

Blanket Finishes Rule at Scotch Plains.

Blanket finishes were the rule in the bicycle races at Scotch Plains, N. J., July 4th. John Becht, of the Empire City Wheelmen, of Brooklyn, proved the stellar attraction, as he won both the one-mile scratch and the 10 miles handicap. The boys' race was won by Edward Rapp, of Scotch Plains.

J. B. Hawkins, the Century Road Club Association crack, started from scratch and won first time prize and also third place award. His time was 28:54. Becht's time was 28:54⅖. The summaries:

Ten miles handicap—1, John Becht, E. C. W., Brooklyn; 2, H. J. Murphy, E. C. W.; 3, J. B. Hawkins, New York; 4, R. B. Smith, E. C. W.; 5, J. Schusten, Brooklyn; 6, J. Kopski; 7, George Simon, Plainfield C. C.; 8, W. Drake, Plainfield C. C.; 9, Eddie Simon, P. C. C.; 10, G. Jones, Plainfield C. C.; 11, P. Kennedy; 12, J. Strouber, Brooklyn; 13, Paddy Damiano, E. C. W., Brooklyn; 14, Eddie McNee, Plainfield; 15, A. Brick, Plainfield. Time, 28:54⅖. First time prize winner, J. B. Hawkins, 28:54; second time prize winner, J. Strouber, 28:54⅕.

One mile scratch—1, John Becht, E. C W., Brooklyn; 2, Carl Erickson, E. C. W.; 3, Paddy Damiano, E. C. W.

Two miles for boys—1, Eddie Rapp, Scotch Plains; 2, Walter Anson, Scotch Plains.

HUYCK BAGS FIVE MORE FIRSTS

Proves Biggest Winner at Chicago Aviation Meet—Mathews Once Takes his Measure in Stirring Battle.

Of the three attractions provided for the three days' automobile, motorcycle and aviation meet at the Hawthorne race track, Chicago, Ill., on July 2, 3 and 4, the motorcycles were quite as successful as the automobiles in providing thrills for the spectators, and completely eclipsed the aviation entrants, which latter exhibited a distinct disinclination to soar. Despite the fact that he was tossed over his handlebars in practice on the first day, Fred Huyck captured five of the eight motorcycle events listed on the three days' program, while C. S. Hinckley, Leo Galtizki and A. W. Mathews, respectively, took the other three events, in two of which Huyck was second. On the first day, in the ten miles race, Lionel Valas was thrown headlong into the fence at the second turn, when his front wheel caught in a rut of the very rough track. His head was cut badly on both sides and he was severely bruised. In the five miles free-for-all on the third day, Mathews had the glory of defeating Huyck in a rousing neck-and-neck finish, Mathews winning by a hand's breadth.

The summaries are as follows:

Saturday, July 2.

Ten miles—Won by C. H. Hinckley, Indian; second, Fred Huyck, Indian; third, Charles E. Jenkins, Indian. Time, 11:23.

Five miles—Won by Huyck, Indian; second, Galitski, Indian; third, Jenkins, Indian. Time, 5:47⅖.

Sunday, July 3.

Ten miles—Won by Galitski; second, Wallace Davis; third, W. E. F. Williamson. Time, 11:37⅖.

Five miles—Won by Huyck; second, Galitski; third, E. Jenkins. Time, 5:49⅖.

Ten miles—Won by Huyck; second, Hinckley; third, Galitski. Time, 10:10.

Monday, July 4.

Five miles—Won by Huyck. Time, 5:52⅗.

Ten miles—Won by Huyck. Time, 10:16.

Five miles free-for-all—Won by E. W. Mathews; second, Huyck. Time, 6:09.

Motorcycles Save a Bricklayers' Meet.

It was perhaps well that motorcycle races were included in the program of the Bricklayers' Union's meet at the Lake Contrary half mile driving track on July 4th, else some of the officials of the meet might have had to exercise their usual vocation of dodging bricks. The motorcycle events furnished about all the excitement that prevailed, and this was some consolation to the 2,000 St. Joseph (Mo.) people who paid real money to enter the grounds. The first event was a three miles match between Henry Wenda, M-M, and J. F. Martin, Indian, the former winning in the slow time of 5 minutes. The next was a match race between D. C. Arnold, Thor, and Joe Hatfield, Excelsior. This was a nip and tuck battle all the way, Arnold winning by less than a length; he covered the three miles in 4:43. Glen Smith, Indian, was a third starter, but could not get going properly and withdrew. In the five miles free-for-all Arnold scored a well earned victory from Wenda and Smith, in the order named. Hatfield stopped before the finish, and A. E. McCarthy, Indian, the remaining starter, fell at half distance, but was not injured. There were nine starters in the two miles novelty race, but for some unaccountable reason the officials announced that all the riders were disqualified.

Free Admission Attracts a Big Crowd.

Those Baltimoreans who delight in bicycle racing had sufficient to occupy their attention on July 4th, when the Carroll Cyclers held their annual open meet at the Patterson Park oval, Baltimore, Md. Admission to the grounds was free, and in consequence a record-breaking crowd was in attendance. The feature event was an interclub team pursuit race, which was won by the Lafayette Wheelmen, after 3⅞ miles of riding. The trophy—a silver cup—was donated by the Pope Mfg. Co. Edgar Boehm, who was one of the Lafayette's team, took first prize in the half mile scratch. The summaries:

One mile novice—Won by Charles McIver. Time, 2:40⅗. Also ran—Edward Leary, Jr., P. Gerardi, John Ruhl, Jacob Davis and H. Franklin.

Three and seven-eighths mile club team pursuit—First heat won by Lafayette Wheelmen. Also ran—Crescent Bicycle Club and Carrol Cyclers. Second heat won by Broadway Bicycle Club. Also ran—Highland Wheelmen and Cyclone Cyclists. Final heat won by Lafayette Wheelmen. Time, 6:27.

One mile for boys under 14 years—Won by Charles Worhna; second, Harry Ruhn; third, John Peters. Time, 3:00.

One-half mile open—Won by Edgar R. Boehm, Lafayette Wheelmen; second, Frank Shallenberger, Carroll Cyclers; third, John Ruhl, Carroll Cyclers; fourth, Arthur Boehm, Lafayette Wheelmen. Time not announced.

Two miles handicap—Won by Arthur Boehm (25). Time not announced.

Handicap Fails to Stop Post Entries.

For making post entries Joseph Scheider and Al Krushell were obliged to start from a mark 150 yards back of scratch—an unusual proceeding—in the 5 miles handicap that featured the Irish-American A. A.'s field day at Fort Erie Beach, near Buffalo, N. Y., on July 4th. Scheider and Krushel showed the handicap was not too great by finishing first and second, respectively. Time, 13:15.

NIXON AND THOMAS WIN AT LIMA

They Leave Only Seconds and Thirds for the "Other Fellows"—Howich has a Narrow Escape.

Enthusiasm over motorcycling was given a further impetus in Lima, O., on Independence Day, by a race meet of which Z. E. Zetler, a dealer, was the promoter. Nixon, riding a Thor in one event and an Indian in the others, accounted for five of the eight numbers on the program, while Thomas, on a Thor, took the remaining three first prizes. In the concluding ten miles event, Howich, Indian, who was overhauling Thomas, took a bad skid at a turn. By a seeming miracle he managed to stay on his machine, but his front wheel collapsed and he was compelled to retire. The summaries:

Two miles singles, 30½ cubic inches—Won by Nixon, Thor; second, Howich, Thor; third, Staudt, Excelsior. Time, 2:55.

Five miles singles—Won by Nixon, Indian; second, Howich; Indian; third, Scelly, Indian. Time, 7:00.

Five miles handicap, singles—Won by Nixon, Indian; second, McBeth, Indian; third, Howich, Indian. Time, 7:25.

One mile time trials, singles—Times: Nixon, Indian, 1:18; Thomas, Thor, 1:19; Scelly, Indian, 1:22.

Five miles handicap, singles—Won by Thomas, Thor; second, Nixon, Indian; third, McBeth, Indian. Time, 6:35.

Unlimited pursuit race, singles—Won by Nixon, Indian; second, Howich, Indian. Distance, 6 miles. Time, 7:45.

Five miles, singles, Lima riders—Won by Thomas, Thor; second, Scelly, Indian; third, Mc McBeth, Indian. Time, 6:53.

Ten miles, open singles, trade riders—Won by Thomas, Thor; second, Nixon, Indian; third, Staudt, Excelsior. Time, 13:10.

Why Second Man Earned the Plaudits.

Although John Scott finished first, J. O. Downey earned the plaudits of 3,000 spectators when he finished second in the 15 miles handicap road race at McKeesport, Pa., Wednesday last, 6th inst. The race was a feature of the Old Home Week celebration, and Scott was allotted a handicap of 7 minutes. Downey was the only honor-marker, and just after he had overhauled the field a tire punctured. He was then several miles from the finish, but held on behind Scott and was beaten in the sprint by less than a wheel's length. One of the features of the race was the excellent showing made by Thomas Tauber, 11 years old, who finished fifth. The summary:

1	John Scott	7	0:57⅕
2	J. O. Downey	scratch	0:53⅗
3	L. H. Jackson	9	1:06⅕
4	A. Broberg	5	1:03⅕
5	T. Tauber, Jr.	18	1:23

THE FISH STILL ARE "FURTHER ON"

Cross-Continent Campers Haven't Caught the Trout Yet—Interesting Experiences in a Picturesque Country.

Klamath Falls, Ore., June 26.—My last letter was from Salt Creek and was written while Helgeson was up the creek trying to catch a mess of trout. He caught none and came back so disgusted that we hit the trail again at four o'clock and came 22 miles and camped on the Sacramento river. The road over the mountain was rough and rocky, but not so bad as what we had passed, and much of the scenery was beautiful. At Delta, a little one-horse burg, we paid 45 cents a gallon for gasolene, and the man we bought it from was grouchy at that. No trout yet; fishing is better further on.

Tuesday, June 21, between Delta and Edgewood we found some of the prettiest scenery of the trip; it was well worth going many miles' ride to see. The road winds along the Sacramento river through the pines, over dugways on the mountain side and across wooded canons where mountain streams roar and dash down over the rocks; thence up the mountain past Dunsmuir, Shasta Springs, Sissons and over the Shasta range to Edgewood. Every inch of the way was interesting and picturesque, and the roads were well cared for, considering the character of the country traversed. Of course there were some rocks, some stiff grades and some sharp turns, but as a whole the ride was a joy. Among the splendid sights to be seen are Castle Crag, Mount Shasta and Muirs Peak.

Coming over the range at Sissons the climb was so steep and steady that when we struck a stretch that was comparatively level it looked as if we were going down hill. Helgeson tried to coast and was greatly surprised when his wheel started backward.

At Dunsmuir occurred the first puncture of the trip—a nail through my rear tire, and at Montague, 50 miles further on, Helgeson cut his tire on a sharp rock. This is the only semblance of tire trouble we have had in 1,000 miles over the worst and rockiest roads in the state of California. My G & J tires and Helgeson's Hartfords had each been ridden about 600 miles before we started, so it makes over 3,000 miles on these tires with only two punctures, and these were punctures that might occur to any new tire. Riders in the East and those who keep near to town roads cannot conceive the nature of the roads we have traveled and the terrible test our motorcycles and tires have undergone. No trout yet, but fishing better further on!

At Montague we ran out of gasolene and not a store in town had a drop. After trying them all we found an accommodating saloon keeper who owned an automobile and he let us have four gallons out of his private stock—gasolene, I mean. Here we were told there was good fishing on the Little Shasta (further on), so we went there and camped. Caught three minnows for supper and three more for breakfast. Were told there is better fishing further on!

Leaving camp that morning we commenced to climb over to the east side of the Shasta range. Our idea was to leave the main automobile road to Portland and cut across direct to Walla Walla and Spokane, and thus save some 300 miles besides getting into new country and on roads that everyone knows all about. Here our troubles began and we have been up against the real thing ever since. There are no made roads, and the country is sandy and rocky. What is considered good roads for a horse and buggy does not mean good roads for motorcycles by any manner of means. From present indications we made a mistake, but if we can get gasolene along the road we will try to go through, as we have come 80 miles on this route. Over the mountain we followed a logging road which was ankle-deep in dust and cut up by the logging wagons hauling logs to the mill and lumber to Montague. The accompanying picture shows how they haul lumber in California. The traction engine shown is hauling 35,000 feet of green lumber besides the mess wagon in which the employes sleep and eat.

This part of our route was the worst we yet have encountered. The dust was so deep it overheated our engines and "killed" them, while the rocks hidden in the dust made riding dangerous and tiresome. We had to stop every half mile and cool our engines, and many of the grades were so steep we did not have power enough to rush them in the dust. Getting stalled on such hills and having to push a heavy motorcycle loaded with 125 pounds of luggage and then restarting on an up grade takes strength, and by the time we got to the top we both were worn out. Helgeson had the best of me in that with his free engine clutch he could put his wheel on the stand if he got stalled and start anywhere and walk beside his machine until he got to where he could ride. Also he did not get stalled so often, because he could let his clutch slip and ride slowly through bad places and around sharp turns without cutting down his power. When I got stuck I was up against it, for alone I could not start my two-cylinder with its magneto, and had to wait for Helgeson to come back and help me push to the top of the hill and to start again. While I have more power than he has, and power enough to carry me over the worst places, we found there were places in which I could not use it; often I had to slow down when making



OUR TENT AND OUR SLEEPING BAGS



HOW LUMBER IS HAULED IN NORTHERN CALIFORNIA

dangerous turns and so choked my engine.

The free engine clutch is the only thing for a trip like this one. A two-speed gear is a good thing, but I believe Helgeson gets more service out of his free engine clutch than he does out of his two-speed. Of course there were places he could not make on the high with his single cylinder geared 4 to 1, but with his high and free engine he can make hills that I cannot make on my high with 5 horsepower geared 5 to 1. His machine of 4 horsepower, geared 4 to 1, gives him practically 16 units of pulling power, while mine, 5 horsepower, geared at 5 to 1, gives me 25 units of pulling power, yet his develops the greatest efficiency, showing the immense advantage of the free engine clutch. This does not, however, hold good on straightaways, where I can open up and take the hills on high speed. On the low gear he has 4 horsepower geared 9 to 1, giving him 36 units of pulling power, and I have 5 horsepower geared 7 to 1, giving me 35 units of pulling power, and except in exceptionally bad spots where speed must be reduced to less than 4 miles per hour, he has no advantage and I can pull up any hill he can, provided I can keep going. This is because the ratio of speed and power are not so widely at variance as on the high. I carry a 12-tooth engine sprocket for level roads and a 9 for hill climbing, and by having two engine chains to fit each I can make the change in five minutes.

After crossing the mountains we struck into the desert at Meadow Park and wished we were back in the mountains. By listening to six galoots, each telling us the best road to take, we got mixed up and got on the wrong road entirely, and brought up in the worst sand patch of the whole country. It drifted like snow across the road, and there was no bottom to it. We rode as far as we could and then let the air out of our tires, took off the chains and pushed the machines 2½ miles. Night fell and we thought we would have to make a dry camp on the sand, but we came to a deserted ranch and found some water in a cistern the rancher had hauled, and there we rested. The next morning we saw a railroad in the distance and pushed our wheels to it and rode the ties and the alkali beds along the track for 12 miles into Dorris, where we found better roads. This was no fun—riding the ties—either, as nearly every mile there was a culvert and we had to dismount and lift our machines up the bank and roll them across the guards on the rails.

People in this country hardly ever see motorcycles, and many of them don't know what they are. Lord! how the old farmers do cuss us as we pass and scare their teams into spasms. Even the children run and hide when they see us coming.

At Keno, 12 miles below here, we found a remarkable family, H. L. Smith and wife, who keep a little store by the roadside. Both are totally blind, and living with them is a woman who also is blind. They have a boy about ten years old, who is the only one in a family of four who can see; yet they seemed to be making a living and to be happy and contented.

The weather since we struck the desert has been as hot as—well, that place you have read about where they don't have to shovel snow, and our faces and necks are burned to a crisp. Helgeson's bugle looks for all the world like a rum blossom, and the mosquitoes have bitten my neck until it feels like a cucumber.

Klamath Falls is a lively little town of about 3,000 and quite pretty. Everything is wide open. Gambling houses, dance halls and saloons run on Sunday faster than on any other day. Last night we roomed in a lodging house over a saloon, and the way the crowd caroused made sleep impossible, even if the bed bugs had let us alone. When I complained to the landlord all the consolation I got was that I would have to get used to them if I stayed in this town.

They tell me there is really good fishing here, and I guess there is, because there is $25 fine for anyone caught fishing in the Klamath river or lake. I presume there is a concession to some of the "big guns," who are reserving the sport for themselves. However, they tell me there is better fishing further on, something we have been hearing daily for the last two weeks

We will pull out of here this afternoon and try to go to the Williamson river and camp where "they say" we can catch all the trout we want. From there we will head northeast via Prineville, Hepner, Pendleton and Walla Walla to Spokane, providing we can get gasolene and get over the roads. Have been on the low gear for the past two weeks most of the time, and it eats up gasolene mighty fast. On the high gear we can make 85 to 100 miles on a tank of gas, but on the low and where we have bad hills and sand we cannot average much over 50 miles. If we have much of this between here and Pendleton we will be in a hole, as we have to make one run of 125 miles without a place to get fuel, and there is no certainty that we will get it then. However, we are going to try it. We will carry a couple of extra gallons in cans, and if the roads are as good as they say they are will take us through.

H. D. JOHNSON.

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DETROIT

Spokane Motorcyclists in a Handicap.

Although A. J. Kent, with his new Indian racer made the fastet time, he did not win the 40 miles road race of the Spokane (Wash.) Motorcycle Club from that city to Hayden Falls on Sunday, 26th ult. Kent covered the distance in 44:45, but he allowed the other riders 5 minutes handicap. S. C. Farrel, who finished in 47:05, was awarded first prize, and Kent was second. Samuel Walker was third in 52:20. The other finishers were A. Turnley, 1:05:50; Richard Roe, 1:06:50, and J. Swede. Roe was leading for about three-quarters of the distance, when a fouled spark plug caused him to lose several minutes. McIver, one of the starters, ran into a barbed wire fence and lost both pedals.

Girls Compete in Church Cycle Race.

All the little girlies—"none of them twenty and none of them married"—of the St. Monica's church, Jamaica, N. Y., had a chance to show their speed and skill as bicycle riders at the annual field day of sports held at the Metropolitan track, Jamaica, July 4th. The girls' race was for one mile, and Loretta Cauldwell easily defeated Mary Rogers for first honors. The time was 4:48⅗. A five miles scratch bicycle race attracted 16 riders and a blanket finish provoked the crowd to applause. Umberto Rovere defeated Giovanni Giolito by an eye-lash. G. B. Bowker was third. Time, 15:35.

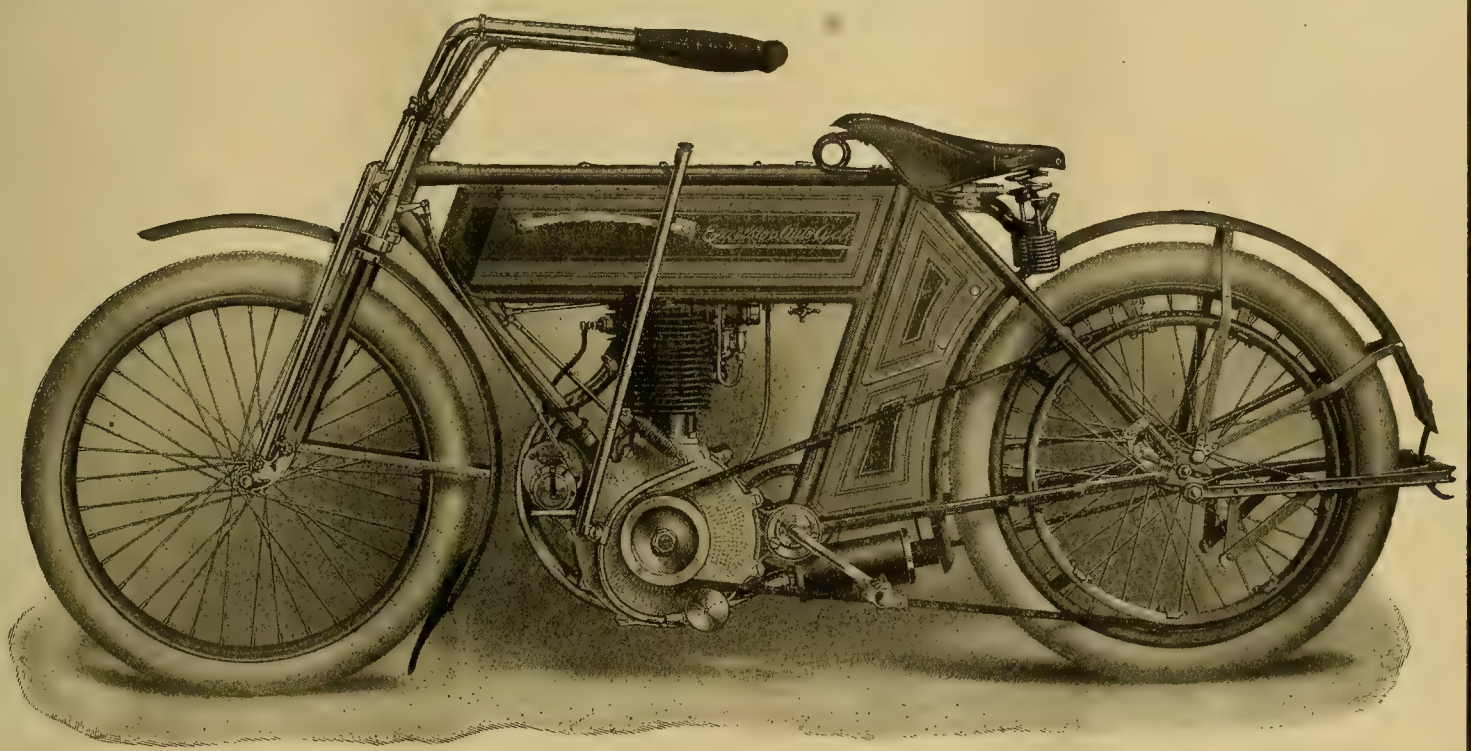
Bates and Gamble Share Omaha Honors.

Ralph Bates, Excelsior, and George Gamble, Indian, shared honors in the two motorcycle road races that formed a part of Omaha's (Neb.) Fourth of July celebration. The events were held on the Dodge street road, the start being made at 53rd street; the course was covered twice, making 21 miles. Bates won the class for singles in 21 minutes 36 seconds. Lee Lytel, Indian, was second, and Walter Gell, also on an Indian, third. In the free-for-all class, Gamble covered the course in 27 minutes 29 seconds. Bates, second; Lytel, third.

Escapes Massacre on a Bicycle.

That the bicycle presents a quick means of escape in times of need was brought forcibly home to a mayor of a Mexican city when nearly all the inhabitants were massacred. One of the few to escape was Hernandez, the mayor, who, disguised as a woman, made his escape on a bicycle.

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CHALLENGING CARRIER UNLUCKY

Rain Spoils His Chances in Kansas R. F. D. Motorcyclists' Contest—Record of a Day's Work.

R. E. Terry, the Kansas letter carrier who was eager for a speed contest among the rural free delivery motorcyclists of his vicinity, has failed to win his expected laurels, and all because it rained in Bavaria, where Terry's route is located. Some time ago a local newspaper referred to another carrier as the fastest in the state. That provoked Terry's ire, and he promptly issued a challenge. He suggested that all carriers who rode motorcycles keep close track of their work on a certain day and date and to turn over reports, certified by their respective postmasters, showing exactly how many miles they had covered, the amount of mail matter handled and the time consumed. The results were to be used in determining who really was the fastest carrier in the state and, of course, Terry expected to come out a winner.

But the fates were against him. As stated, it rained on the appointed day, and not only on that day, but enough other days to dash his hopes. Five miles of his route never have been graded at all, five more just have been graded, and a lot more, he says, "need a King drag very badly." But just for purposes of comparison, Terry has published the result of what he calls an average day's work. This shows that he covered 23½ miles at an average rate of 17 miles an hour, delivering 244 pieces of mail. Had the trip been run on the appointed day, the record would have placed him second on the list.

Only two other carrier's records were sent in, one, that of M. J. Bengston, of Windom, showing a 20 miles trip made at an average of nearly 22 miles an hour with 180 pieces of mail delivered. The other, R. J. Stewart, of Zenith, covered 28¼ miles at an average of 14½ miles an hour, delivering 80 pieces of mail. The full particulars of the work done by each of the three carriers follow:

Carrier—	Bengston	Terry	Stewart
Miles covered	30	23½	28¼
Total time	1.22	1.22	1.57
Average speed	22	17	14½
Number stops	67	41	53
Pieces delivered ..	180	244	80
Pieces collected ...	30	33	
Stamp sales	$0.55	$1.43	
Money orders	1		1
Registered del.		1	

Why the Lindens did not Claim Trophy.

Capt. Constant, of the Linden Motorcycle Club of Brooklyn, N. Y., wants it known that carelessness was not responsible for his club's failure to certify to its representation on the New York Motorcycle Club's double century, which apparent failure lost to the Lindens the Seery cup, offered for the club having the most members on that run. Constant states that five men who occasionally ride with his club entered themselves as members, although they had no right to do so. The club's failure to give the required certification was due to this fact and to a sense of fairness and sportsmanship that forbid claiming a trophy that rightfully belongs to another.

To Try 24 Hours Motorcycle Racing.

The first effort to popularize 24 hours racing for motorcyclists—a form of sport which has proved immensely profitable in automobiling—will be made by the Manhattan Racing Association at the Guttenberg (N. J.) mile track on the 16th and 17th inst. This first attempt will take the form of a two-man team race in which the members of each team will alternate on the track, which, it is stated, will be adequately lighted. The start will be made at 4 o'clock p. m. on Saturday, the 16th. According to the promoters, ten teams already have entered, as follows: One Excelsior team, one N. S. U. team, one Merkel team, two Indian teams, one Brooklyn team and two teams each from the New York M. C. and the Harlem M. C. The only previous 24 hours race run in this country was the two man Spencer-Gustafson event which occurred in Springfield, Mass., in October last, and established a record of 1,089 miles 199 yds.

Motorcycling Toward the Northwest.

Seeking to regain his health through outdoor life, Earl Sell, 21 years old, of Akron, Ohio, is crossing the continent on his Harley-Davidson motorcycle. The distance between Akron and Denver, Col., he covered in two weeks, and he is now in the vicinity of Yellowstone Park. Later on he will visit other points in the Northwest, and leisurely make his way down the Pacific coast.

Another Cyclists' Club in Baltimore.

Another club has been added to Baltimore's (Md.) ever-growing list. The new organization is termed the Admiral Cyclers, and the officers are as follows; Captain, Lewis W. Miller; first lieutenant, Frederick E. Pasuch; second lieutenant, George Bunnecke; color-bearer, Steuart Yeatmann; time keeper and scout, Clifton Wells, Jr.

From Arkansas to Massachusetts.

S. D. Clark, a motorcyclist who hails from Gravett, Ark., is en route to Springfield, Mass., a distance of 2,250 miles. His itinerary includes Kansas City, Chicago, Cincinnati, Pittsburg, Philadelphia, New York. He expects to reach Springfield, Mass., about August 6th. During the first three days he covered 451 miles.

Cleveland Motorcyclists Elect.

John A. Zucker has been elected president of the Cleveland Motorcycle Club, Inc. H. J. Tucker is secretary and L. J. Mueller, treasurer.

KILLED IN PRACTICE AT DENVER

Brazee, a Recent Motorcycle Racing Recruit, Meets Sudden Death—Unusual Number of Road Fatalities.

W. W. Thorne, of Fresno, Cal., better known as Ben Brazee, was instantly killed at the Tuileries 3-laps dirt track at Denver, Col., Sunday afternoon last, 3rd inst. Brazee had entered for the weekly races and in company with several other cracks was warming up his big Merkel motorcycle preparatory to the event. A baseball game had just finished in the infield, and when the people wanted to cross the track Referee Miller flagged the riders. They disregarded him, however, and Thorne, or Brazee, continued at the rate of 65 miles an hour. Brazee was riding behind D. M. Miller and, according to witnesses, foolishly looked backward at the same moment that Miller swerved inward. Brazee was thrown, being precipitated headlong against the only post on the inner circle of the track. He was instantly killed; his skull was crushed in, his neck broken, both collar bones crushed and left shoulder broken. His motorcycle struck John Winfield, a gate tender, and fractured his leg. Miller, whom Brazee struck, was injured in the hip. Thorne began riding only six weeks ago, but his daring at once placed him among the topnotchers. He was 24 years old and leaves a wife in Fresno, Cal. His parents reside in Abilene, Kan.

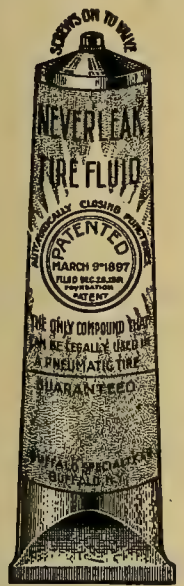
Although the death of Brazee was the only track tragedy, there has been an unusual number of road fatalities during the past week.

Chester D. Huff, 20 years old, of Lafayette, Ind., while going at a high rate of speed collided with a grocery wagon, and was instantly killed. Samuel W. Patterson, 35 years old, of Fairland, Ind., while endeavoring to make an adjustment while going at high speed, struck a rut and was thrown heavily, receiving injuries from which he died four hours later. Milton Faux, a young motorcyclist of Hazleton, Pa., lost control of his machine, collided with a coal train, and sustained injuries which may result fatally. His right leg was cut off, and he was internally injured.

Not only among motorcyclists was the week productive of sad accidents; bicyclists, too, suffered their share. Edwin J. Juster, 22 years old, of Brooklyn, N. Y., lost his life in passing from behind an automobile and being struck by another one going in the opposite direction. Joseph Poquette, of Menominee, Mich.; Wm. Neville, Simsbury, Conn., and B. Unziato, Brooklyn, N. Y., also were dangerously hurt in collision with automobiles, and John Szol, of Bridgeport, Conn., and Anton Luck, Corona, N. Y., were seriously injured by collisions with trolley cars.

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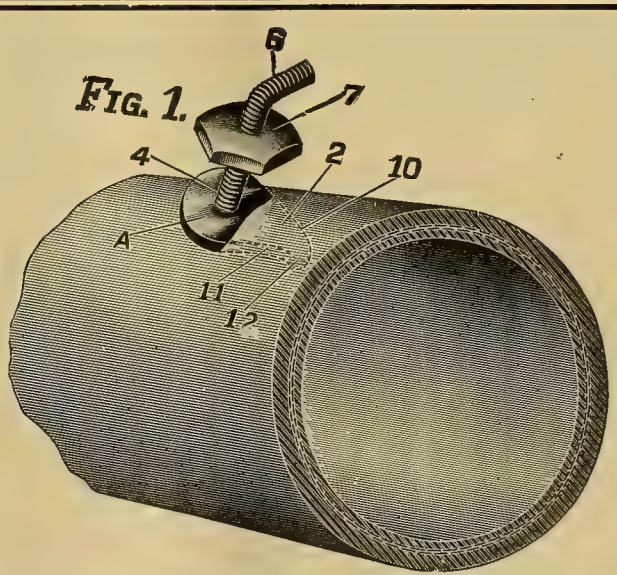
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BRAKING WITH THE LEFT FOOT

Why the Little-Used Knack is Worth Acquiring—Proper and Improper Application of the Brakes.

Strange as it may seem, not one rider in ten ever uses his left foot in applying a coaster brake, whether on a bicycle or motorcycle. Yet there is no reason, other than natural inclination, why either foot should not be used with equal facility, and many reasons why it is wise to do so. One reason why the rider should accustom himself to using either foot for braking purposes is that it enables him to apply the brake at any time without waiting to swing the pedals around into some partiular position which he happens to fancy. Another is that it affords a natural method of resting the legs when coasting down long hills and when, otherwise, the muscles would become weary and cramped.

Few riders ever give a thought to the application of the brake; yet if the skeptical rider who doubts these assertions will make a single attempt to use his left foot in braking probably he will find that the sensation is a new and strange one. The fact is that while it is perfectly natural to check the pedals with the left foot forward, it requires practice to be able to stop them with the left foot to the rear.

Another point which should be borne in mind by riders who are at all troubled with lame muscles or cramps as a result of long periods of frequent braking, is that much weariness can be avoided if the position of the feet is changed frequently. This applies both to braking and to the regular riding position of the motorcyclist. "Ordinarily, the rider holds his feet at about a quarter to three, that is to say, with his cranks horizontal," as one veteran rider puts it. "But there is no reason why he should not stop the pedals at twenty minutes to two, or ten minutes to four, for that matter." And it is safe to say that even such slight changes of position as this should afford immediate relief to the tired limbs.

Many riders make the mistake of using the brakes too freely. As a rule, they should be used only to check the speed in coasting and for emergency stops. An experienced and cautious rider usually is able to judge about when to cease pedaling or when to cut off his motor in order to come to rest at a given point with only a light touch of the brake.

Suddenly jamming on the brakes not only jars the rider but throws unnecessary strains on the entire machine, and in particular on the brake mechanism. Careful use of the brake tends to prevent undue wear, ensures its good condition in case of real need, and teaches the rider to handle his mount in a safe manner. Incidentally it adds to the life of the tires, which many times are injured by sudden or too frequent use of the brake.

Brushes to Keep the Belt Clean.

As a means of protecting a belt driven motorcycle against the effects of mud splashing when riding over bad roads it is possible to apply the principle which sometimes used to be carried out on chain driven bicycles; that is to say, to employ a fixed brush to scrape the belt continually as it runs. To do this it is necessary only to secure a good, stiff short bristle brush and affix it to the rear fork stay directly over the belt by means of a flat metal clamp such as readily may be contrived by anyone familiar with the use of common benchwork. The effect of such an arrangement is to prevent the mud from being thrown forward on the motor and also to keep the front pulley much cleaner than otherwise would be possible. Of course, the same plan may be applied in the case of chain driven mounts, though the requirement for it may be supposed to be less on account of the lower rate of speed of that form of transmission.

Tongs for Removing Piston Rings.

For facilitating the removal of piston rings it is possible to procure so-called "ring tongs" which are made with a pointed nose and so shaped that the ends separate when the handle is compressed in the hand. When the nose is inserted in the slot between the ends of the ring and the handle grasped, the effect is to spread the ends and enlarge the ring sufficiently so that a hacksaw blade or other thin strip of metal may be slipped under it.





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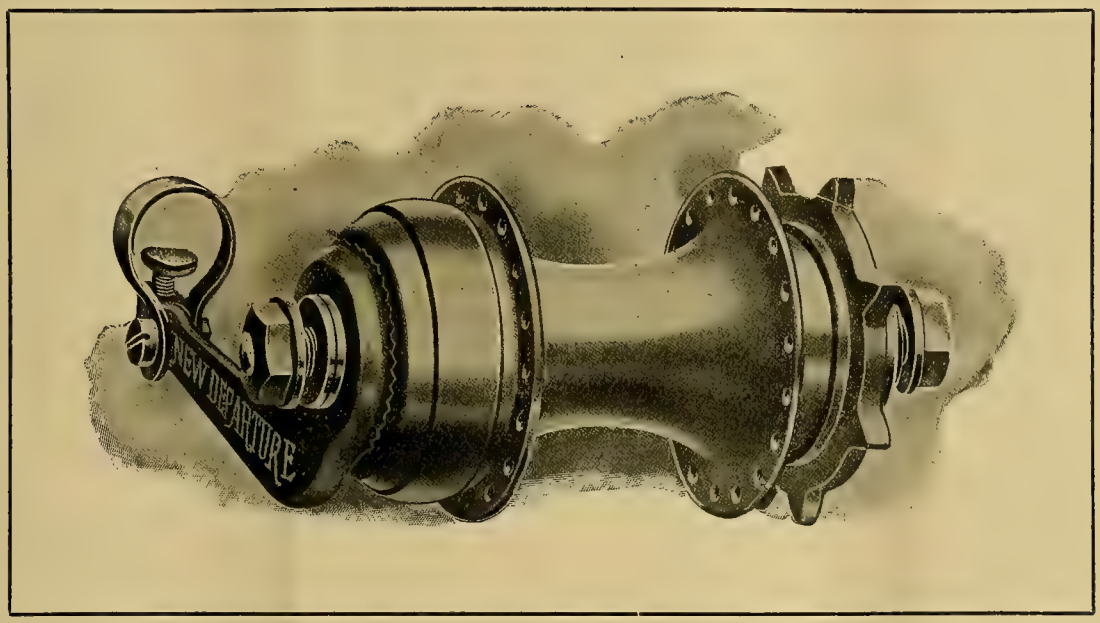
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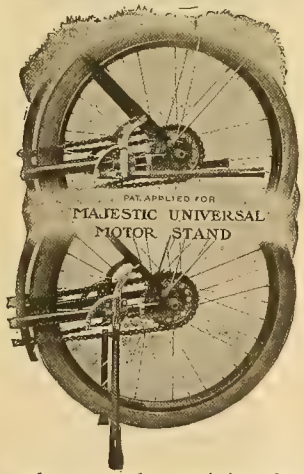
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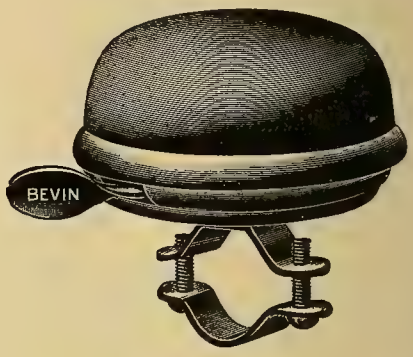
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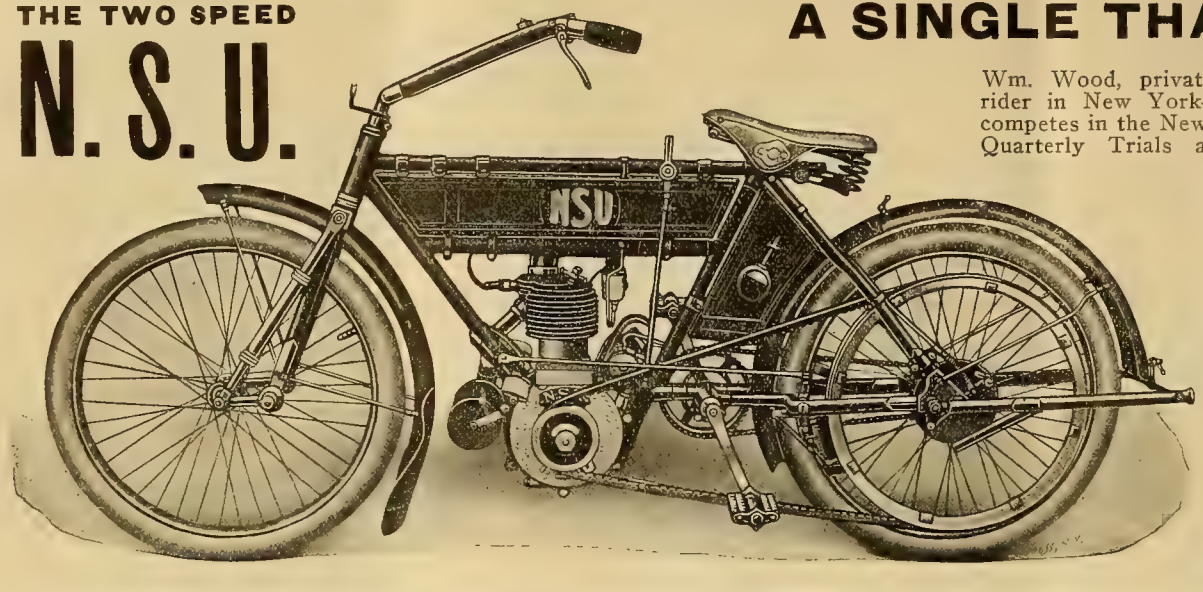
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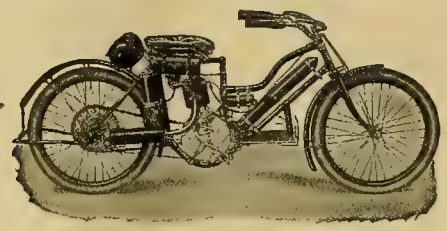
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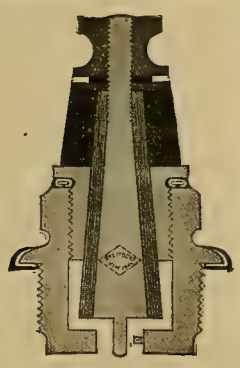
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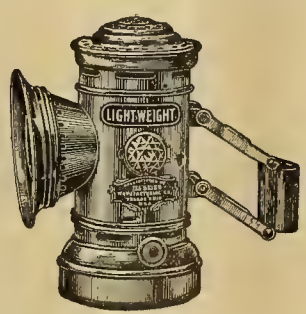
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1041 Bedford Ave., BROOKLYN, N. Y.
"THOR" AND EXCELSIOR MOTORCYCLES
Repairs, Supplies. Telephone, 769-W Bedford.

INDIAN and PIERCE Motorcycles
Repairs, parts and supplies
A. H. PATTERSON, Brooklyn Agent.
(Successor to F. A. Baker & Co.)
1080-8 Bedford Avenue Telephone, 3662 Bedford

CURTISS MOTORCYCLE CO.,
CURTISS AND MARVEL MOTORCYCLES.
Repairs and Supplies.
1203 Bedford Ave., BROOKLYN, N. Y.
Telephone 3637 Bedford.

VICTOR J. LIND,
New York agent for Yale and New England Racers.
Bicycle and Motorcycle Supplies.
6th Ave. & President St., BROOKLYN, N. Y.

PEEKSKILL, N. Y.

GEORGE SORENSEN
Thor and Merkel Motorcycles
708 South Street PEEKSKILL, N. Y.

CLEVELAND, O.

L. J. MUELLER,
"THE MOTORCYCLE MAN"
INDIAN and MERKEL.
Repairs and Supplies.
6417-19-21 Woodland Ave. CLEVELAND, O.

CHICAGO, ILL.

HENDEE MFG. CO.,
CHICAGO BRANCH: 1251 Michigan Avenue,
PERRIN B. WHITNEY, Manager.
INDIAN MOTORCYCLES.

ST. LOUIS, MO.

HURCK MOTOR AND CYCLE CO.
ST. LOUIS, MO.
Agents Indian Motorcycles.
All kinds motors repaired and sold.

BOSTON, MASS.

Bicycle and Motorcycle Supplies.
HUB CYCLE CO.
44-42 Portland St. BOSTON, MASS.

HIGH GRADE

wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



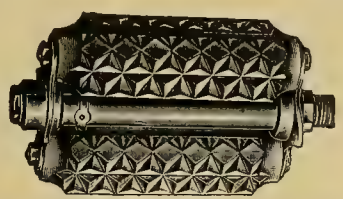
NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

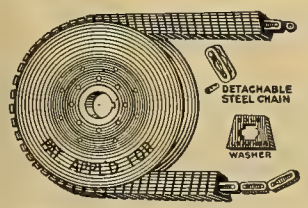
SEND FOR CATALOGUE AND TRADE PRICE TO

MORSE CHAIN CO., Ithaca, N. Y.

STEVENS'
Motorcycle Pedals



Motorcycle Chain Adjusters, Pedal Rubbers, Steel Mud Guards, Braces, Lacing, Bolts, Nuts, Washers.
ORDER THROUGH YOUR JOBBER.
STEVENS & CO., 375 Broadway, New York



Indestructible "V" Motorcycle Belts Guaranteed for six months

Send for pamphlet

A. L. HARRINGTON
100 Franklin Street
CHICAGO

LIVE WIRES

We Buy Right and We Sell Right.
FOUR STORES.
Get our catalogue of bicycles and bicycle goods.
HAVERFORD CYCLE CO.
Buffalo PHILADELPHIA Washington
Atlantic City, N. J.



American Motorcycles

Our Agency proposition is the best yet. We give a discount that will make you money. Write us.
AMERICAN MOTORCYCLE CO.
Wells & Seigel Sts., Chicago

Have You Heard of Our New Scheme to
"BOOST THE BICYCLE"
and its trade?

It's worth listening to and we'll be glad to explain.

IVER JOHNSON'S ARMS & CYCLE WORKS

Manufacturers of Iver Johnson Revolvers ("Hammer the Hammer") and Single Barrel Shotguns.
Factory and General Sales Office,
360 River Street, FITCHBURG, MASS.
New York, 99 Chambers St.
WHOLESALE DISTRIBUTORS FOR IVER JOHNSON BICYCLES:
Baker & Hamilton, San Francisco, Cal., Pacific Coast Distributors, and Henry Keidel & Co., Baltimore, Md., Southern Selling Agents.

Who would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



Star Ball Retainers

WHO? Tell Us

The Star Ball Retainer Co.
LANCASTER, PA., U. S. A.
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SPROCKETS

We Make a Specialty of High-Grade Sprockets for the Cycle Trade
HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO

BICYCLE GOODS
Motorcycle Supplies

NEW YORK SPORTING GOODS CO.

We want every dealer to have our Catalogue and Bargain Books. Please write us on your letter head for No. 45.
NEW YORK SPORTING GOODS CO.
15 and 17 Warren Street, New York

1910 Bicycle and Motorcycle
CATALOG NOW READY
Did you get yours?
SIDNEY B. ROBY CO., Rochester, N. Y.

THE MARK OF QUALITY
B
THE BILLINGS & SPENCER CO. HARTFORD

THE B. & S. MODEL "B"



is the correct wrench for your motorcycle. Write for circular.

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

SIT UP
and take notice. The



Kelly Adjustable Handlebar
will enable you to do so. It will afford also any other position you may desire whenever you desire it.
SPECIFY IT AND BE COMFORTABLE!
KELLY HANDLE BAR CO., Cleveland, Ohio

PREMIER BICYCLES
Sold Only to the Trade



Our prices on Bicycles, Tires and Sundries will allow you to
DOUBLE YOUR MONEY

Premier Bicycles are equipped as follows:

New Departure Front Hubs.
Coaster Brake—(any make).
Brampton Roller Chain.
Sager Star U Saddle.
Brampton Imported Pedals.
Puncture Proof Tires.
English Ribbed Front Fork.
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PRICE—No more than you have been paying for cheap wheels.

We will take back at any time within 60 days of purchase, any unsold goods and refund full purchase price and freight charges. Write at once on your business letter-head for our special proposition and the Premier Catalog. It is the largest and finest bicycle catalog ever printed.

Address Dept. B. W.
MEAD CYCLE COMPANY
Chicago, U. S. A.



No. 106—Price each, $3.00

Just What You've Been Longing For
MOTORCYCLE SEARCHLIGHTS

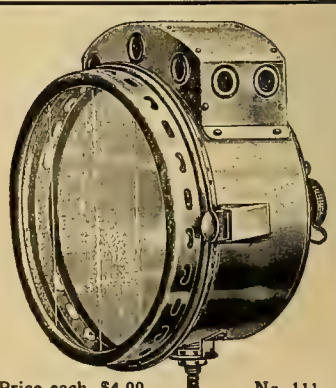
The kind of lamps one can depend on. Well constructed; riveted, not soldered. Fitted with fine mirror lenses and highly polished nickeled interior. Result, a brilliant, far-reaching, white light, surpassing any lamp ever devised for motorcycle use.

TWO SIZES { No. 106—4⅘ inches high; weighs 9 ounces.
No. 111—6 inches high; weighs 12 ounces.

We carry everything for the motorcyclist. Dealers should write for our new catalog and trade discounts.

We have an interesting proposition to dealers. Address Dept. B

THE MOTOR CAR EQUIPMENT CO., 55B Warren St., NEW YORK



Price each, $4.00 No. 111

All

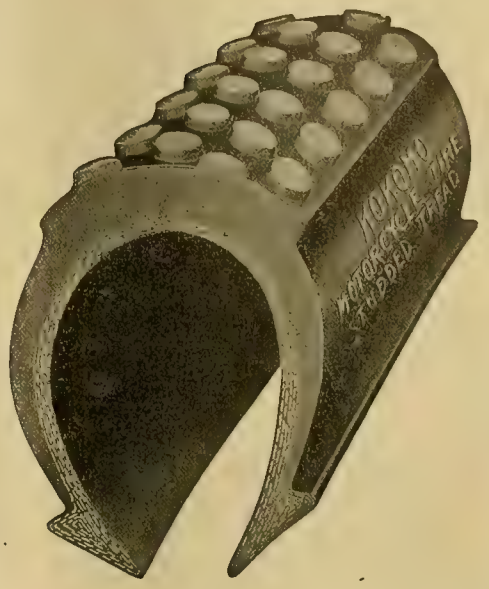
KOKOMO TIRES

leave

Two Good Impressions

—one in the road surface, the other in the minds of the cyclists and motorcyclists who use them.

Kokomo tires increase the dependability of any machine to which they may be applied.









Kokomo Rubber Co.

KOKOMO, IND.

FISK *Quality* BICYCLE TIRES

IN the Fisk factory there has ever been the single aim to build tires of unequalled quality of whatever grade, and the years of experience have brought us a success in this respect that is recognized everywhere by bicycle riders and dealers. Fisk Bicycle Tires are of "Fisk Quality" in construction. The inner tubes, though made integral with the casing, are made by a laminating process, several plies of pure rubber being rolled one over the other to exclude all possible weakness. The casings are made by Fisk methods that combine resiliency and strength which insure comfort to the rider, easy running, and long wear. "Quality, not Quantity" has always been the watchword of the Fisk factory.



FISK NO. 88-H ROAD TIRE is a Thread Fabric tire, with the tread thickened by a high grade rubber, that is suitable for road work but fast and especially resilient.

Every Repair Man

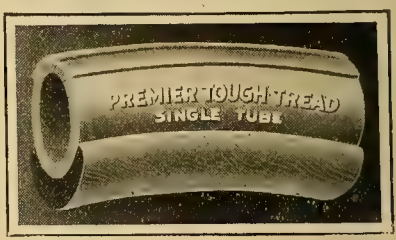
should have our Repair Shop Book, giving prices and instructions in connection with our Vulcanizing Outfits and Repair Stocks.

Write for our latest Catalog illustrating and describing FISK BICYCLE TIRES

THE FISK RUBBER COMPANY

Dept. E **Chicopee Falls, Mass.**

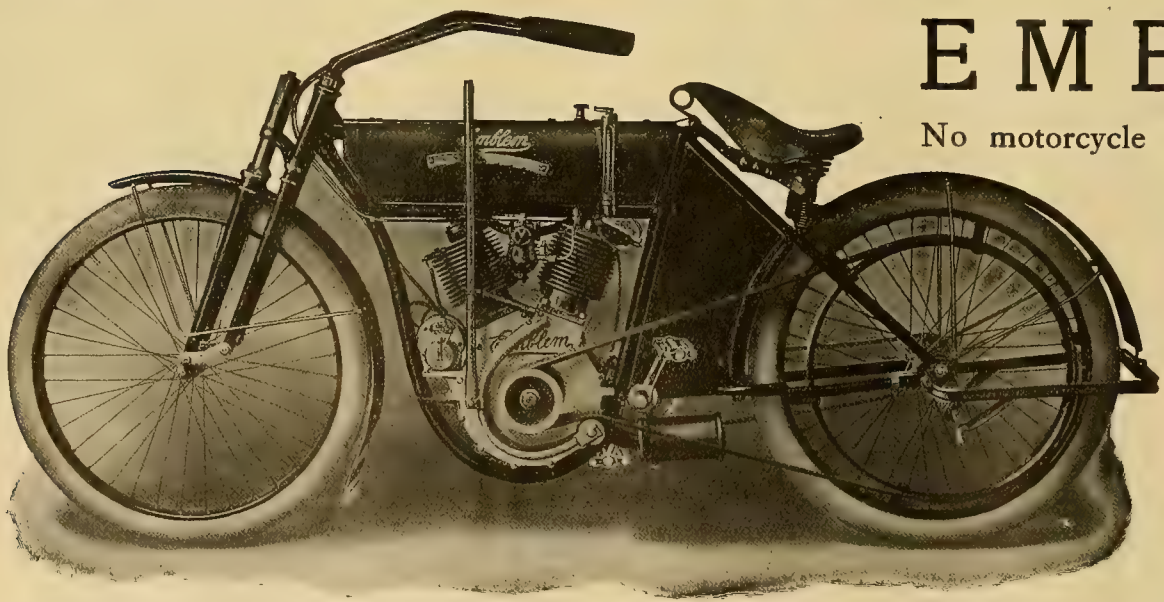
Branches in
Boston, Springfield (Mass.), New York, Philadelphia, Buffalo, Cleveland, Detroit, Chicago, St. Louis, Minneapolis, St. Paul, Kansas City, Atlanta, Denver, Seattle, Los Angeles, and San Francisco.



ISK PREMIER TOUGH TREAD ROAD TIRE is a medium priced tire designed for hard service. It has three layers of close woven fabric and an extra raised tread, a combination making the tire practically puncture proof.

When the Prospective Purchaser Studies

the make-up of the various motorcycles and compares their features he is bound to be impressed by the



EMBLEM

No motorcycle made offers so much value for the money.

Full length triangular reinforced frame; ball bearing engine; large valves; interchangeable ignition system; copper tanks; horizontal saddle post—these are only some of the Emblem features.

4 AND 5 H. P. SINGLES
7 H. P. TWINS

Catalog and Agency Terms on request.

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.

AN UNSOLICITED TESTIMONIAL

as to the value of

G & J TIRES

On May 18th and 19th Mr. Perrin B. Whitney, manager of the "Indian" Branch in Chicago, accompanied by Messrs. Fred Huyck and Harry W. Miller, made the Chicago-Indianapolis round trip.

Mr. Whitney writes under date of May 26th, 1910:

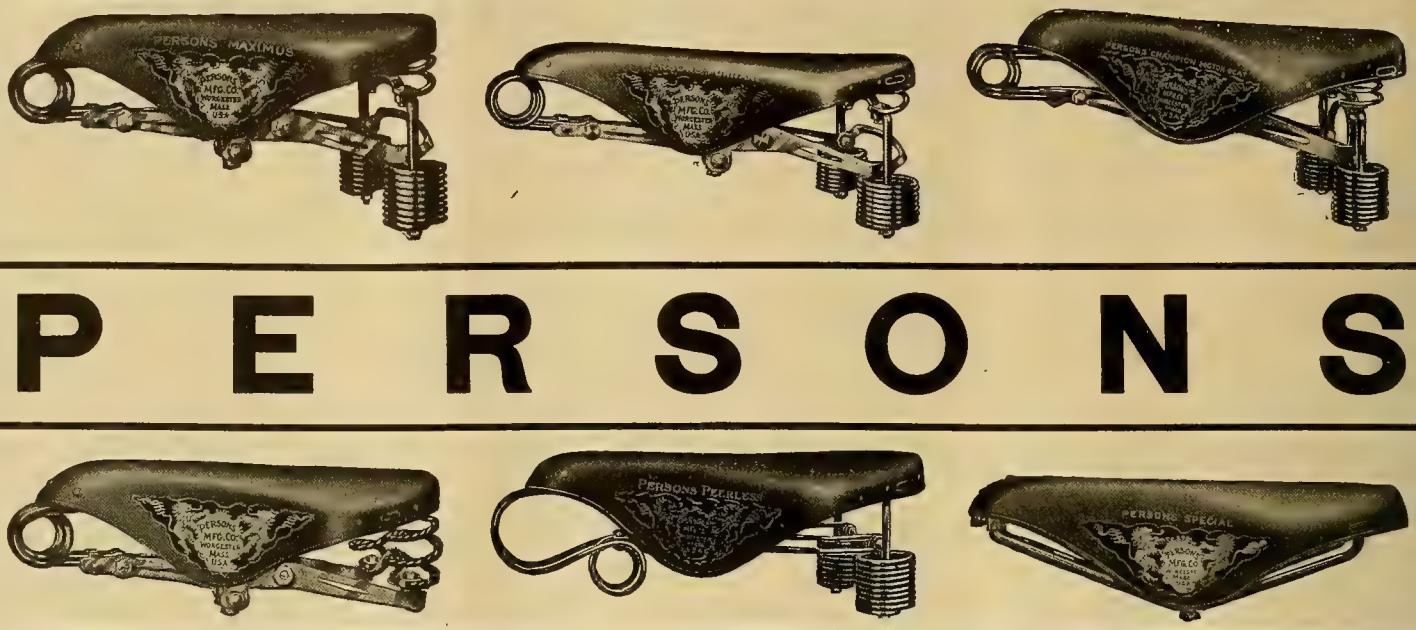
"As almost the entire trip was over muddy and very bad roads we had all kinds of chance for skidding, etc. By using the Bailey G & J Tire we found it possible to ride these roads even when they were very slippery with very satisfactory results. We encountered several thunder showers and for two days were in an almost continual rain from the time we started until night.

The 1910 G & J Tires are the most satisfactory tires ever constructed. We have had absolutely no replacements to make so far this year, either in casings or tubes, which is certainly a very satisfactory record from every point of view."

G & J TIRE CO.

Indianapolis, Ind.

If that name



P E R S O N S

is on the saddle you are using you have the satisfaction of knowing that you are getting ALL the comfort and pleasure a saddle affords, which is more than you can say if your saddle bears any other name.

PERSONS MANUFACTURING COMPANY, Worcester, Mass.

Pedals

Toe Clips

TRADE DIAMOND E SPOKES AND NIPPLES MARK

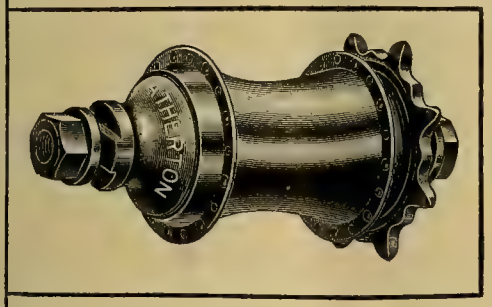
Spokes

The Hall Mark of all good bicycles.
It's stamped on every spoke.

THE STANDARD CO.
Torrington, Conn.

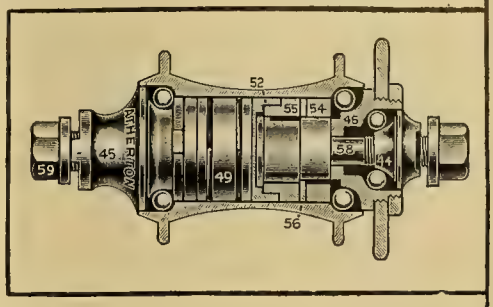
The Only Real Development

in Coaster Brakes Since the First One Was Produced



is the

NEW



Concave Atherton

All others have followed the same general principles; the new Atherton creates a new type and sets a new standard.

IT AVOIDS
- Endwise Sliding Parts
- Jamming End Strains
- Binding Screw Movement

and all other shortcomings of the old-line coaster brakes.

Operated by cams and levers

IT AFFORDS
- Perfect Brake
- Absolutely Free Coaster
- Genuine Satisfaction

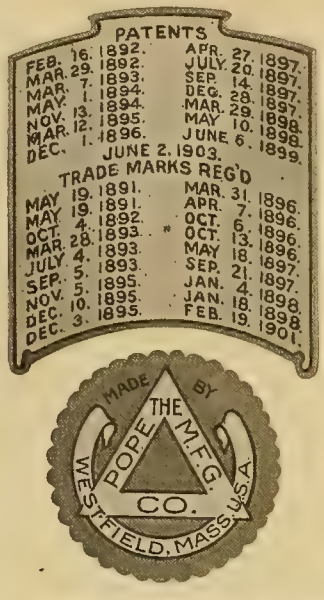
Get the up-to-date coaster brake while you are about it.

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, NEW YORK

Licensed Coaster Brake Manufacturers.



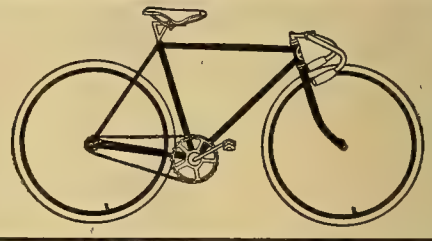
Pope Bicycles

THE POPE TRADEMARK IS A SEAL OF QUALITY

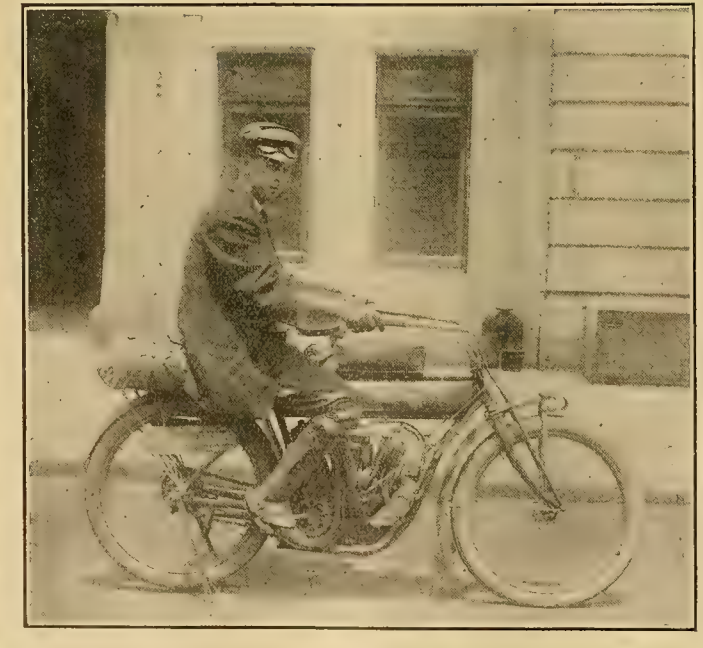
¶ It saves all argument on the dealers part when he can point to the POPE TRADEMARK, as POPE QUALITY is known the world over. For thirty years POPE BICYCLES have been the standard bicycles of this country. They are more widely known, more easily sold and give better satisfaction to customer and dealer than any others. It pays to sell POPE BICYCLES.

The Pope Manufacturing Co.

HARTFORD, CONNECTICUT



The man who crossed the Continent and the letter he wrote:



New York, June 27, 1910.

MORGAN & WRIGHT TIRE CO., Detroit, Mich.

Gentlemen:—I have just finished my trip from San Francisco to New York, via Mexico and Canada, traveling more than 6,000 miles, over the worst possible roads. About 1,500 miles of this road was railroad ties and so rough that it made it almost impossible to ride; about 2,000 miles was black mud and clay, and with lots of rain you can imagine some of my trouble. I also found 800 miles of very rocky roads.

My machine was equipped with Morgan & Wright (white rubber) tires, and the same tires that carried me out of California carried me into New York, and there is some mileage in them now. I used one spare casing from Kansas City to Buffalo, and another one from Chicago to Buffalo, while the original casings were undergoing repairs made necessary by the severe road conditions through the southwest. At Buffalo I again put on the original casings and finished on them.

You may place my name upon your list of permanent boosters, as I honestly believe you have the best tire in the world.

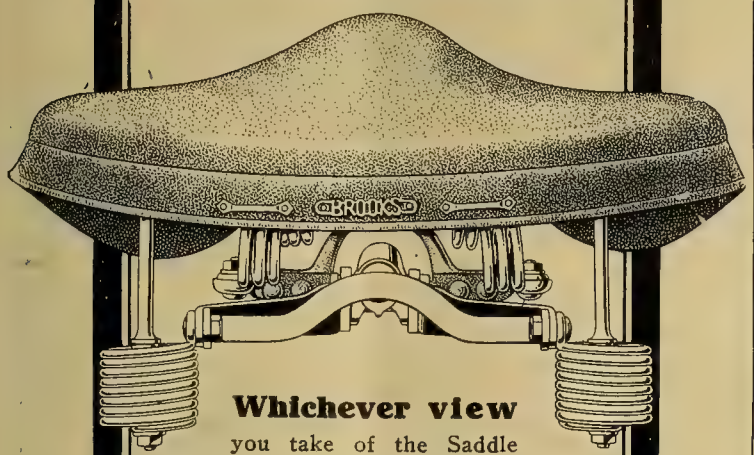
Yours sincerely,

(Signed) VOLNEY E. DAVIS,
Vice-president San Francisco Motorcycle Club.

Morgan & Wright Tires Are Good Tires

MORGAN & WRIGHT, Detroit

BROOKS B150 Motorcycle Seat with the original and only genuine Compound Springs.



Whichever view

you take of the Saddle question you must admit that, as in all other things, experience counts for much in the manufacture of this fitment.

Now the experience behind the

BROOKS
Motorcycle Seat

and, in fact, every other BROOKS production, including both Pedal and Motorcycle Saddles, is one extending over a period of 25 years—the experience, further, of the Originators of the Compound Spring.

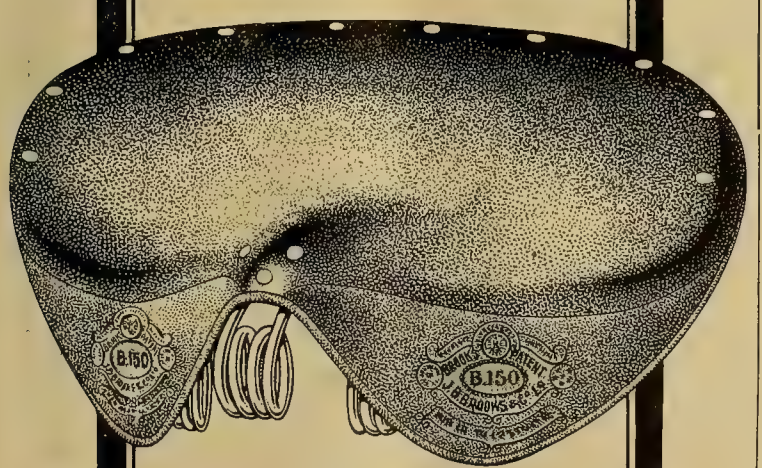
This feature, in its original and only genuine form, can only be obtained in Saddles that bear that name—and that name, remember, is known throughout the World and will be found a great assistance in the selling.

Note these facts, then—sell it.

Sole Agents for Motor Saddles,
The Hendee Manufacturing Co.,
SPRINGFIELD, MASS.

Sole Agents for Cycle Saddles,
Brown Bros., Ltd.,
22-23 GT. EASTERN ST., LONDON, E. C.

J. B. BROOKS & CO., LTD.
73 Criterion Works BIRMINGHAM, ENG.



BROOKS B150 Motorcycle Seat low built for Bicycles of non-pedalling type.

Rode Tires 4,000 Miles; Good for Many More



Read the strong statement below of A. S. Boehm. It proves graphically why the supreme wearing quality of the Goodyear Pathfinder Single Tube Tire always makes pleased customers.

Baltimore, Md., Jan. 10, '09.

The Goodyear Tire & Rubber Co., Akron, O.

I had ridden the Pathfinder Single Tube Bicycle Tire 2,021 miles *before* I received my *first* puncture, and that was gotten by running over a nail in a horseshoe. I have now ridden *4,000 miles* and I think *the tires can stand much more hardship.*

Riding on these tires I participated in the following events: Two round-trips to Washington, D. C., and one one-way trip in which I made a record time of 2:54; one 75-mile run; two half centuries; one-way trip to Westminster, Md., compelled to return home by train on account of being caught in a heavy snow fall; won one beautiful silver loving cup and was on the winning team in the Australian Pursuit race in which a silver cup was won. I also won the mileage contest of the Layfayette wheelmen for 1908, in which nearly two-thirds of all the mileage was ridden on these tires.

You people are putting out the best tires for both *liveliness* and *durability*. The best thing of all is that they can be easily fixed in a *jiffy*.

ARTHUR S. BOEHM,
1014 E. North Ave., Baltimore, Md.

You make more money on tires when your customers save money by buying from you the kind that will stand 4,000 miles service and are easily repaired—the Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back—and they bring you others.

The Goodyear Pathfinder can be repaired either by plugs or vulcanization—"fixed in a jiffy," as Mr. Boehm says. That's one secret of its surpassing popularity.

More than 600 dealers—one to a town in all parts of the country—are *now doing a big business* on the Goodyear Pathfinder. Are you one of these?

We are sending all Pathfinder agents a quantity of frame guards gratis to distribute among customers. These guards are branded "Pathfinder" and help wonderfully to advertise the tire.

Write us if we are not represented in your town and see what there is in it *for you*. Start a letter off *today*.

The Goodyear Tire & Rubber Co.
Moal Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 E. Seventh St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 103-07 W. Second South St.

THE MUSSELMAN
Automatic Coaster and Brake



A Child can put it together.

The Brake Without The Side-Arm

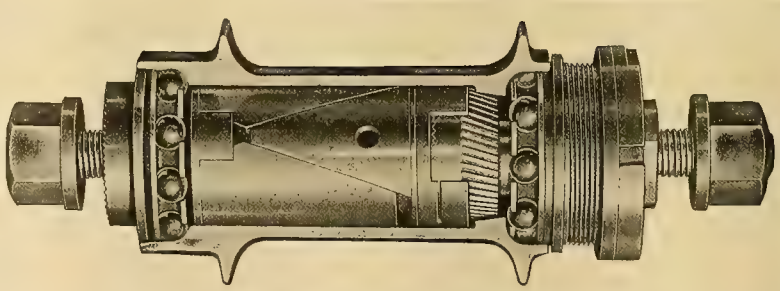
STRONG LIGHT
SMALL POSITIVE
SIMPLE SENSITIVE

The Brake Without The Lock-Washer



"Weighs only 25 ounces."

It's the only genuine automatic coaster brake made; it does its work without the assistance of springs, levers, braces, side arms, etc., and is absolutely free in coasting, positive and sensitive in driving and braking. No clicking or rattling at any time.



Sectional View Showing Arrangements of Parts.

WRITE FOR A DESCRIPTIVE BOOKLET, "THE ARMLESS WONDER."

THE MIAMI CYCLE & MFG. CO., Middletown, O.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED · 1877 ·

Vol. LXI. New York, U. S. A., Saturday, July 16, 1910. No. 17

CONVENTION PROGRAM COMPLETED

Details as Finally Arranged and Speakers Who Will Address Joint Meeting—Excursion Rates are Available.

With the acceptances of those who were invited to deliver addresses at the joint meeting of the cycle trade's mid-summer convention at Atlantic City, August 3rd to 5th, practically the last detail was completed. This joint meeting, which will occur during the forenoon of August 5th, will be presided over by W. H. Crosby as chairman. Those who will deliver addresses and their subjects are as follows:

"Co-operation from the Manufacturers' Viewpoint," T. R. Palmer, Continental Rubber Works; "Co-operation from the Jobbers' Viewpoint," F. A. Baker, F. A. Baker & Co.; "The Bicycle Manufacturer," A. B. Coffman, Consolidated Mfg. Co.; "The Motorcycle Manufacturer," E. S. Fretz, Merkel-Light Motor Co.; "The New England Jobber," Henry Horton; "Who is a Jobber?" P. R. Robinson, New York Sporting Goods Co., and president of the C. P. A. A.

In addition to these several addresses, the opening of the question box and the discussion of the subjects which it is expected to develop will afford scope for a general interchange of opinion and permit all who are so disposed to express themselves.

The program for the convention as finally completed is as follows:

Wednesday, August 3—3 p. m.: Committee meetings of the Cycle Parts and Accessories Association, National Association of Bicycle Jobbers and Motorcycle Manufacturers' Association; 8 p. m.: Bowling tournament.

Thursday, August 4—10:30 a. m.: Separate meetings of the several associations; 8:30 p. m.: Banquet tendered by the C. P. A. A.

Friday, August 5—10:30 a. m.: Joint meeting of all associations.

As summer excursion rates to Atlantic City still will be in force during the period of the convention, it will be possible for all who propose attending the function to avail themselves of the reduced rate of a fare and one-third for the round trip. This rate prevails from Chicago and all points east thereof.

The organization and the general direction of the convention has been and will be in charge of the general committee of the Cycle Parts and Accessories Association, which is composed of W. J. Surre, R. D. Webster, D. S. Troxel and Louis Schwab.

The other committees that will lend assistance are as follows:

Reception Committee: P. R. Robinson, chairman, New York Sporting Goods Co.; Dave A. Smith, the Standard Co.; George W. Nock, Geo. W. Nock Co.; L. A. Wainwright, Diamond Chain & Mfg. Co.; F. I. Willis, Hearsey-Willis Co.; W. H. Crosby, The Crosby Co.; C. L. Elyea, Elyea-Austell Co.; C. A. Earl, Corbin Screw Corporation; C. W. Griswold, S. B. Roby Co.; T. E. Weigele, Diamond Rubber Co.; Keyser Fry; Frank Mossberg, Frank Mossberg Co.; S. A. Falor, Goodyear Tire & Rubber Co.; C. A. Wigmore, Manufacturers' Supplies Co.

Bowling Committee: T. R. Palmer, chairman; DeWitt Page, M. C. Stokes, Cycle Parts and Accessories Association; J. W. Grady, F. A. Baker, Henry Horton, National Jobbers' Association; George M. Hendee, W. F. Remppis, Motorcycle Manufacturers' Association; W. G. Schack, Ignatz Schwinn, Bicycle Manufacturers; W. E. Edger, F. C. Cornish, traveling men.

Press Committee: Joseph Goodman, chairman; J. L. Sauer, G. A. Wahlgren, L. H. Cornish.

JUNE A RECORD MONTH FOR TIRES

Production of Hartford Plant Proved Greatest in Twelve Years—Evidence of Cycle Trades' Renewed Prosperity.

Not only the cycle manufacturers themselves are feeling the inundation of business which the present flourishing condition of the trade has brought about, but the manufacturers of tires and accessories are reaching new production marks in the effort to keep pace with the demands which are being made upon them.

Indicative of the prosperity and activity that is prevailing in the cycle industry, J. D. Anderson, president of the Hartford Rubber Works Co., Hartford, Conn., states that the record for bicycle tires made at the Hartford factory in June exceeds that of any one month's production of bicycle tires in the company's experience during the last twelve years. When it is remembered that the company was the pioneer in in cycle tire production the comparison is significant. During the month there were made at the company's plant exactly 45,853 bicycle tires, and it is stated that even with this immense production the factory was unable to keep up with orders for them.

Plans are now under way for the Hartford Rubber Works Co. to expand its equipment so that the monthly production will be 75,000 bicycle tires, or close to a million bicycle tires a year. Amazing as this figure may be to those who are not familiar with the situation, it is of even greater import to those closely in touch with trade matters, as proving the healthiness of the outlook. The tires produced at the Hartford plant are not of the cheap, jobbing variety, but are of a price and quality comporting with the Hartford brand which they bear.

POINT CLEANERS A CATCHPENNY

New England Genius Devises Another Something for Motorcyclists to Buy—Toothpicks in New Role.

For a time it looked as though the high water mark in the devising of a catchpenny accessory for motorcycles was set by the Indiana genius who advertised "Excelsior valve silencers" for 50 cents, and who, to those who sent the money, forwarded a little round tin box containing a tiny wire spring, together with a diagram of how to apply it. The Indiana genius, however, has reason to look to his laurels, as the justly famous New England Yankee brand of ingenuity is at work, and already has produced something which, while it perhaps is less expensive and less disappointing to its purchasers than the "valve silencer," is quite as much a mild shock when received.

In the advertisement of the New England product, motorcyclists are urged to "Keep your spark coil in condition by using the Maclet platinum point cleaners," which are obtained by sending 15 cents to George N. McKibbin, of South Norwalk, Conn. The arrival of the package from South Norwalk discloses that the cleaners, whatever they may be, are contained in a neat though small paper box, the latter having red ink lettering on its sides relating to the cleaners and proclaiming that a patent is pending on them.

Opening the end of the box and peeping in, the purchaser is momentarily smothered with mingled emotions of surprise, disbelief and wrath at discovering the ends of a bunch of wooden toothpicks. The indignity of the thing makes the customer gasp for a moment, until recalling the conventional view of such situations, he endeavors to grin a little at the humor of it.

Taking another look into the box and reaching in to withdraw a toothpick, he discovers that the toothpicks evidently have something attached to the lower end. When they are pulled out it is revealed that a slight injustice has been committed mentally against the New Englander, as the cleaners are not just plain toothpicks, after all. Each toothpick bears at its end a small paddle-shaped piece of emery paper about an inch long and half an inch wide. The rough appearance of the job makes it evident that the cleaners have been made by laying long strips of emery paper back to back, and gluing them together with toothpick ends between them, the toothpicks being arranged in a row like the teeth of a comb. When the glue has dried the strips are cut up, giving each toothpick its diminutive pad of emery paper, with emery on both sides.

How far the gluing of toothpicks to emery paper makes the latter more efficient in cleaning platinum points is not apparent, but as the one dozen cleaners cost only 15 cents, the purchaser can content himself with figuring that he cannot reasonably expect much more for the money.

Klein Locates on "Motorcycle Row."

Alex. Klein, Philadelphia agent for Harley-Davidson motorcycles, has leased the building 2204 No. Broad street, which he is having refitted in thoroughly modern style. He expects to take possession next week. The change was made imperative by the necessity for more room, prosperity having smiled on Klein since he located, some 18 months ago at 439 Broad street. His new store will bring him into what practically may be styled Philadelphia's "motorcycle row," as there now are seven motorcycle agencies located within three blocks of each other on that part of North Broad street.

Found Its Way to Pope from India.

Occasion for a bit of self-pluming was given the Pope Mfg. Co., of Hartford, Conn., recently in the delivery of a letter at the Pope factory, from India, bearing only an address reading as follows: "Model 50, Columbia, Pope M. F. G. Co., U. S. America." The New York postoffice promptly had supplied the "Hartford, Conn.," deficiency, indicating the general familiarity that exists as to the Pope name and the location of its headquarters.

STORES OF WHICH THEIR OWNRS ARE PROUD

TIGER CYCLE WORKS CO., NEW YORK CITY



MAGNETO THAT ALLOWS BATTERIES

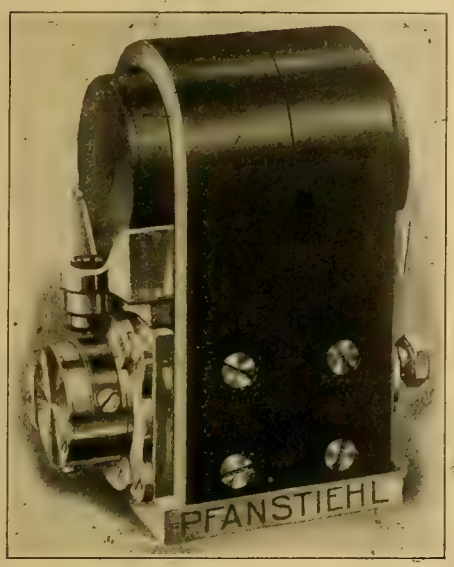
Dual Ignition is Provided for in New Pfanstiehl Product—Its Secondary Coil Serves Both Currents.

In developing a new magneto for motorcycle use the Pfanstiehl Electrical Laboratory, North Chicago, Ill., has made a radical departure in providing for the use of dual ignition, so-called, if it be desired to employ that system. Dual ignition, as compared with double ignition, signifies the employment of two sources of current, namely magneto and battery, with but a spark plug for each cylinder. The term generally is applied when, as in the case of the new Pfanstiehl system, the windings of the magneto are used in place of the ordinary spark coil when the battery is being used to supply current. Several motorcycle manufacturers have arranged for the use of both magneto and battery systems on the same machine; but it remained for the originators of the "pancake" system of coil construction to produce the first dual magneto for the motorcycle.

The accompanying illustration shows the external appearance of the magneto, which is distinguished by the cylindrical housing which fills the arch under the magnets, as well as by the form of the casing which encloses the circuit breaker. While classed as a high tension magneto, for the reason that it does not require an external coil, it is not of the type in which the high tension current is induced directly on the armature through the use of a double winding. Instead, the low tension, or primary current, which is generated in the armature winding is transformed in a special coil of the Pfanstiehl type, which is sealed in a fiber tube and mounted under the arch of the magneto. The ends of this housing, which protrude slightly, afford the means of identification referred to.

Considerable ingenuity is shown in the general construction of the magneto. The main case is a single piece, circular inside to provide the necessary bore for the armature to revolve in, and square externally. The pole pieces practically are an integral portion of the base, being dovetailed into it and cast in place. The rear end is enclosed to form the end plate, which is not removable, as in many forms of magneto. The ball bearing which supports the rear end of the armature shaft is mounted in a depression which is bored into the end of the casing and carries a circular depression for the front ball bearing. The adjustment of the bearings thus is entirely arranged in the assembling process and they require no attention from the rider.

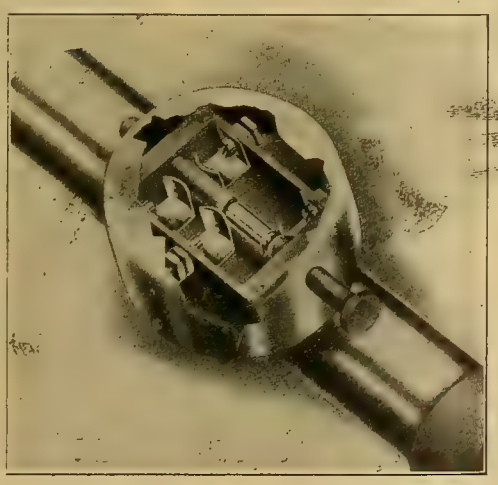
The armature, which is of the "H" type, if of three-piece construction, the heavy bronze end plates being cast about the knurled ends of the shaft spindles, making the part very rigid. The circuit breaker is shaped to conform to the cam and rocker lever which it encloses. It is formed with an external arm which serves as a lever for regulating the timing. The rocker arm is designed to afford rapid and positive con-



PFANSTIEHL MOTORCYCLE MAGNETO

tact and separation of the contact points. The cam rubs against an insert of vulcanized fiber. Quite an extraordinary feature of the device is the application of a small capillary oiling device, a small wick extending through the spiral spring of the rocker and keeping the cam and fiber well lubricated.

In its general construction, as described, the magneto is applicable to the motor-



SWITCH THAT PERMITS DUAL IGNITION

cycle exactly like any other high tension instrument. For use as a dual system, however, a special form of handle bar switch is used, which, by reason of a special method of connection with the battery, renders it possible to obtain from a single plug the regular magneto spark or an ordinary jump spark derived from two dry cells and transformed in the coil of the magneto itself. It is to be understood, of course, that the batteries are entirely separate from the magneto, save for the wiring, and they may be carried in any convenient way.

The second of the two accompanying illustrations shows the switch, which is of simple plug form, but having an unusually long shank and fitting into a flat, circular box which is about the size of an ordinary bicycle bell. That portion of the picture which shows the box broken away to reveal the interior construction, indicates four contact blades, two on either side of the box, with which the plug makes contact as it is thrust into its socket. When the plug is in the position shown in the picture, the connection is made for running on the battery. Merely pushing the plug in as far as it will go changes the contact points of the little metallic sleeve which surrounds the plug, thus cutting out the battery and throwing the magneto into service. When the plug is drawn back a little way from the position shown in the picture, the circuit is broken. When the plug is removed altogether, the machine is locked against tampering fingers or unauthorized use. The magneto and dual switch is made for both singles and twins.

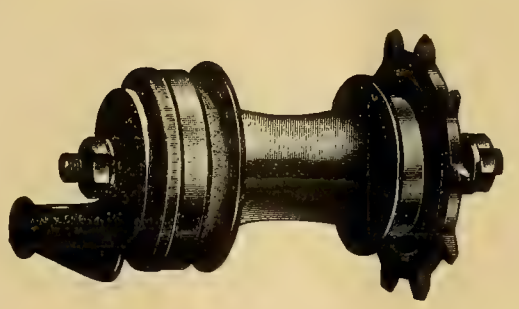
Cycle Exports of Britishers Grow.

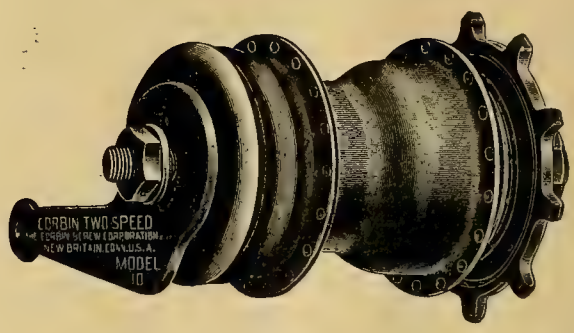
Increases continue to mark the exports of British cycle makers, May showing a gain of $50,000 in complete machines and $110,000 in parts, or a total gain of $160,000 over May of last year. For the first five months of the year, February to May, inclusive, there were exported 57,481 complete machines as against 47,918 in the same period for 1909, the values, respectively, being $1,207,480 as against $1,062,125. Parts came to $3,190,165 as against $2,490,655 last year, making the total $4,397,645, as against $3,547,790 for the first five months of last. Imports into Great Britain are increasing but slightly, most in parts rather than in complete machines. For the five months of this year the total is $455,820 as against $433,860 last year. Complete machines, 159 in number, come to $5,940 as against 208 machines, valued at $7,325 in 1909, while parts amount to $449,880 as against $426,535 imported a year ago.

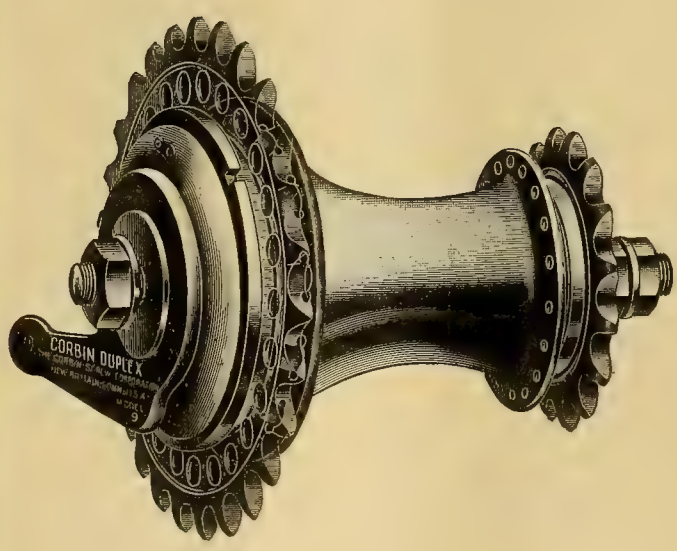
"Suit Club" Plan for Motorcycles.

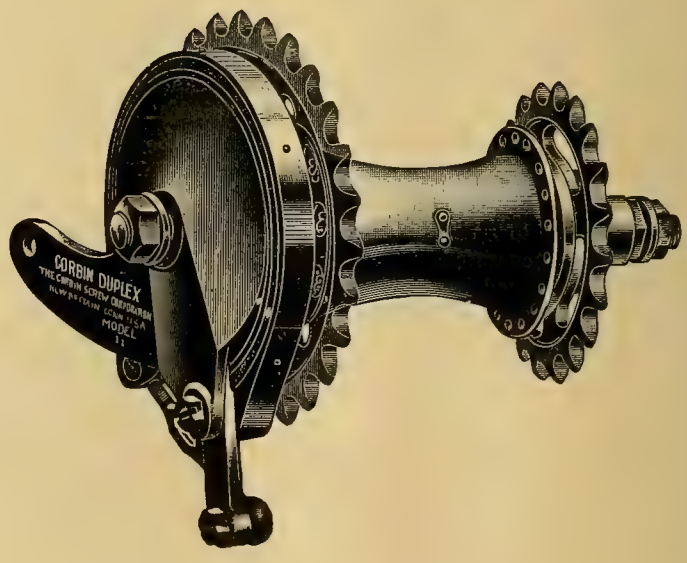
So-called "suit clubs" having stood the test of many years of successful operation, the enterprising Brooklyn firm of motorcycle dealers, Brazenor & Ruderman, has adapted the plan to motorcycles. A "club" of 45 members is to be organized, each member to pay $5 per week for 45 weeks, so that for the $225 collected weekly in this way, one member a week will get a Thor or an Excelsior motorcycle. One "member" of the "club" will get his motorcycle the first week, after paying his first $5; another will receive his machine on the second week, and so on through the entire list, the last man getting his machine when he has paid the last instalment of his $225. Precautions are being taken to guarantee each "member" his machine.

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CORBIN SCREW CORPORATION, New Britain, Conn.

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NEW YORK, JULY 16, 1910.

". . . The Bicycling World and Motorcycle Review is the best paper for anyone who wishes to keep up-to-date regarding cycling and motorcycling that I ever have run across."—E. D. Richman, West Philadelphia, Pa.

Is the Free Engine Worth While?

If they have not read the previous chapters, we sincerely hope all manufacturers of motorcycles will be able to find time to read this week's instalment of Mr. H. D. Johnson's story of the Johnson-Helgeson cross-continent tour now in progress, and which is printed elsewhere in this issue. The narrative not only constitutes entertaining reading, but Mr. Johnson's first hand testimony of the advantages possessed by his companion in the form of a free-engine clutch is of the sort that should not be lost to manufacturers. The testimony is feelingly given, and any motorcyclist who is not a Samson and a trick rider combined and who does not confine his outings to smooth, level roads, is in position to sympathize with the tourist and to bear witness to what he says. All the ruts, sand, rocks, rough roads and steep hills with abrupt turns are not confined to the route Messrs. Johnson and Helgeson are following.

It is a favorite argument of some tradesmen who minimize the free engine and two-speed gear that if a motorcycle has power enough it will go anywhere. But Mr. Johnson is showing vividly how though he has power to spare he is unable to use it or even to apply it, while his companion with less power coupled with a free engine is able to do things which he cannot do and to go where he cannot follow without assistance and more or less pain and discomfort.

For the Glory of Sport and the N. C. A.

If ever the National Cycling Association performed a better day's work than it accomplished on Monday last, the fact is so beclouded by time that it is difficult to recall or to distinguish it. There is, however, no doubting the quality or the caliber of what was done on Monday.

In ridding amateurism of thirty-six bogus amateurs, whose conceptions of honor and sportsmanship are sadly blunted, the N. C. A. served professionalism as good a turn as it served amateurism; it thus bettered the whole sport and its betterment is the chief reason for the existence of the N. C. A. In rescuing the amateur championship from soiled hands and addled consciences, the N. C. A. added to the gloriousness of its performance. The championship is an honor that should be preserved and protected at whatever cost, and should be treated as such.

What the N. C. A. did on Monday could have been done and should have been done long ago; but as it is better late than never, and as the result for which the Bicycling World so long has fought has been achieved, retrospect serves small purpose. We felicitate Messrs. Kelsey, Adee and their fellows on the manner in which they performed their duty. It was well done and with every other well wisher and exponent of genuine amateurism we hope for more power for their elbows, more strength for eyes.

Now that the sport is cleaner than it has been for years, and it no longer is necessary to hold the nose in viewing it, let there exist determination to hold the advantage gained. Let the sport be rid of the fakers as they arise. Let the investigations be made and the questions be asked that will disclose the frauds and swiftly lead to their proper punishment; nine-tenths of the stench that arises is due to failure on this point—to the waiting for someone to "prefer charges" before official action is taken. Let race promoters be absolutely prohibited from giving "orders" in lieu of actual prizes. The beginning of the end of amateurism is the elusive "order." It is the root of all or nearly all the the evil. It should be sternly forbidden. In the days before the N. C. A. and perhaps in the early days of the N. C. A. it was part of the duty of the promoter to list and supply the prizes, and he will do it again and continue to do it if it firmly is insisted on. Let the penalty for giving "orders" or cash to amateurs be the punishment of the promoter, even the imperilment of his franchise, if need be. He is promoting and conniving at fraud and the debasement of the sport and there should be "punishment to fit the crime."

The house has been cleaned; a fresh start has been made. Let it be kept clean. Let not the momentum gained be lost. The old cry "There are no amateurs" is the rankest sort of heresy and pessimism. There are lots of amateurs, and there will be more of them if the proper spirit is instilled and encouraged, and they are given a fair field in which to grow and thrive, and not a garden of weeds in which to be stunted and choked both morally and physically. Where there is no amateurism there is no sport.

While it is not likely to occur while present officials are in power, hope exists that some day even the Federation of American Motorcyclists will awaken to the great shame of nursing professionals and encouraging them to conceal their true status in the term "trade rider."

The Locomotive as a Lesson.

People have ceased to marvel that it is possible to run a locomotive day after day on a fixed schedule ranging from 30 to 55 miles an hour. No comment is aroused over the performance of a fast passenger train unless it happens to be late or unless it meets with an accident. Yet the locomotive is an exceedingly complex machine, a huge power plant with every element of its mechanism reduced to its lowest terms, compact and working under trying and often unfavorable conditions.

Some motorcyclists wonder why it is that their machines give them so much trouble on the road. And yet the motorcycle is as simple by comparison with a modern locomotive as the tame or domestic sewing machine is by comparison with a perfecting pattern loom.

In the normal use of the locomotive and

the ordinary operation of the motorcycle there is this important difference: Every time it comes in from a run, the big engine is gone over from the crown of its stack to the bottom of its brake shoes, from pilot to dolly, and wiped free of the dust, dirt and oil which it has accumulated in its journey. Each time it is run out of the roundhouse, the engineer goes over every part, oiling the bearings, trying checknuts with the wrench, sounding keys and cotters with the hammer. That inspection is as much a part of his daily routine as is blowing the whistle and drinking coffee out of the bottom of a more or less capacious dinner pail.

The average motorcyclist goes on the principle that his mount is all right so long as it will go; the signal for an overhauling is a breakdown. This is not invariably so, of course. There are exceptions. But the motorcyclist who, besides shooting a few drops of lubricant at a muddy oil hole or two, carefully inspects every working part, tests out adjustments and searches for slack nuts and bolts, is the exception that merely serves to prove the rule of near-neglect.

Two live illustrations from the notebook of experience printed in another column show how the mere routine of going over the machine with a cleaning cloth sometimes may save many minutes of perplexing search for trouble. Both instances contain about as remote possibilities of stoppage as could be imagined. Each caused a motorcyclist much annoyance. In one case a little gob of oily dust had stopped the air inlet to the oil tank and so checked the flow of lubricant to the motor. In the other, marvelous to relate, a blundering grasshopper was the cause of short-circuiting the magneto. Each difficulty was remedied, after much needless overhauling, by the flick of a rag.

The one-time private owner who recently published his "confessions," which proved him to be an unblushing shamateur and a thoroughly crooked sportsman, is improving as he goes along. To his other varied accomplishments he has added the slugging of an official at a racemeet. Needless to say he "got away with it." For what's a little thing like confessing crookedness or punching officials when one's dear friend is in office and is afflicted with poor eyesight and lacks desire to institute the inquiry that would uncover his crooked companion?

LONE GRASSHOPPER DID ITS BEST

Tried to Emulate its Forefathers but Only Half Succeeded—What a Puzzled Motorcyclist Discovered.

How a flight of grasshoppers held up a railroad train in the days when grasshoppers were a pest in the land, is a story which used to be much told to small boys at bedtime. But hardly less remarkable is the recent instance of how one lone little grasshopper stopped a motorcycle. The explanation of the stoppage of the train is comparatively simple: Settling down in a cloud which darkened the sun, many hundreds of the insects were attracted by the warmth and smoothness of the rails, and their bodies, crushed by the wheels of the engine, formed a slime which prevented the wheels from gripping. The lone grasshopper bandit that attempted to hold up Harry H. Sheets, of Alton, Ill., which was less successful, must have been lacking in familiarity with the construction of the 5 horsepower Indian, for he succeeded in putting only one cylinder out of business.

As Sheets tells the story, he was riding along merrily when without warning one cylinder began to miss fire and finally stopped altogether. As he was not far from home, he decided to keep on and finished with only one cylinder working. Then he began an investigation. Every part of the ignition system was gone over, the carburetter studied, and logic brought to bear to solve the mystery. Apparently there was nothing wrong with the machine and no way of accounting for the fact that one cylinder would not fire.

After a night's rest, the puzzled owner tackled the problem afresh, starting in by giving the mount a thorough cleaning. On coming to the magneto, what was his surprise to discover the remains of a grasshopper firmly wedged between the carbon brush holder of the faulty cylinder and the end of the magnet. Its presence had been sufficient to cause a short circuit.

"Which merely goes to show," says Sheets, "the advantage of using a cleaning rag occasionally. Loose nuts, cotter pins, spokes and numerous other little wrongs one's eye will detect merely in the course of wiping off the machine once in a while. And generally speaking, as in my case, such wrongs are very easily righted."

Oiling System Could not Breathe.

It does not follow that because an oiling system is automatic in action it is proof against failure or that its operation does not need to be supervised. Indeed, the very fact that it is mechanical in its nature and therefore unable to send up signals of distress when things are not as they should be points to the need closely of observing its working. Fortunately for J. Boyd Anderson, an Elizabeth City (N. C.) Indian rider, he has formed the habit continually of watching the little oil window in the crank case to make sure that the level is maintained properly. Ordinarily this inspection affords the comforting assurance that the engine is getting its proper supply of lubricant. But on one perplexing occasion the level was found to be too low.

A rigid examination of every part of the system failed to reveal the source of the difficulty. After about an hour's search, however, the cause was found to be an old and familiar one but in a new guise. A little smooch of oil on the outside of the filler cap to the oil tank had caused dust to accumulate in sufficient amount to clog the opening. The result, of course, was that although every other part of the system was in perfectly good condition the oil could not feed down to the pump for the reason that no air was admitted to the tank to take its place. Wiping off the top of the filler cap was the only remedy necessary.

COMING EVENTS

July 23-August 1, New York City—Century Road Club of America's first annual voyage and tour of the Bermuda Islands.

July 23, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's race meet at mile dirt track; open.

July 24, San Francisco, Cal.—San Francisco Motorcycle Club's annual race meet at Concord track.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

Motorcyclists Seek to Save Tires.

Taking active steps to save not only their own tires but those of all others who use pneumatics, the Consolidated Motorcyclists, of Keene, N. H., have started a movement to prevent the throwing of glass and other injurious substances into the roadways of the state. The co-operation of the prosecuting attorney and the local police has been obtained, and the motorcyclists are posting notices printed on cardboard in the towns of the state, calling attention to those sections of the New Hampshire laws forbidding ashes, glass, crockery, scrap iron, nails, tacks or any other articles which would be liable to injure rubber tires, from being placed in any public place, street or highway. The notices are stern in appearance, and give promise of greatly improving existing conditions.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

MANY TUMBLES AT GUTTENBERG

But No One is Hurt—Hart Defeats Goerke in a Fast Ten Miles—Costello Develops a Dual Personality.

There were sufficient spills in the 25 miles scratch race that featured the regular weekly program of the Manhattan Racing Association at the mile Guttenberg (N. J.) track on Sunday afternoon last, 10th inst., to satisfy the two or three thousand spectators who had journeyed to that course looking for such excitement. Remarkable to state, however, none of the riders who fell suffered more than trifling bruises.

Although it was billed as the feature event the numerous tumbles robbed the event of a great deal of interest from the finish point of view. Chapple, the winner, led by miles at the end, with J. U. Constant second. The first rider to spill was Walter Goerke, who collided with L. H. Guterman in the 13th mile. Goerke fell heavily but was not injured; a few yards further Guterman also brushed the dirt. Both riders retired. Chapple was not immune from tumbles either, his fall occurring in the 17th mile. He remounted, however, and finished in the fast time of 25:07⅗.

One of the surprises of the match was the defeat of Walter Goerke, the Indian crack, by Frank Hart, a New York youngster, who has developed amazingly in one season. The distance was 10 miles, and Hart finished in 10:24⅕, conclusive evidence that he had to ride some to earn the honor.

In the 10 miles handicap for trade riders Goerke won without a great deal of trouble, although he was not able to show the way to Chapple and Voelker in the 5 miles scratch for trade riders. In the latter event Chapple bestrode a Peugeot and crossed the line in 5:10⅗, while Voelker, on his N. S. U., snatched second place from Goerke.

A five miles novice scratch went to L. Camplin, and M. Costello did well by winning the ten miles scratch for private owners and also a race of the same length for trade riders, making it appear that Costello has a dual personality. In an invitation novelty Frank Hart took Voelker's measure. The summaries:

Five miles scratch, novice—Won by L. Camplin; second, J. U. Constant. Time, 6:24⅗.

Five miles scratch, trade riders—Won by A. G. Chapple, Peugeot; second, Fred Voelker, N. S. U.; third, Walter Goerke, Indian. Time, 5:10⅗.

Ten miles handicap, trade riders—Won by M. Costello, Peugeot; second, Fred Voelker, N. S. U. Time, 11:15⅗.

Five miles novelty, invitation—Won by Frank Hart, R-S; second, Fred Voelker, N. S. U.; third, F. Mercier, Indian. Time, 6:17⅗.

Ten miles match—Won by Frank Hart, R-S; second, Walter Goerke, Indian. Time, 10:24⅕.

Ten miles handicap, trade riders—Won by Walter Goerke, Indian; second, J. U. Constant; third, E. McClintock. Time, 11:55⅗.

Ten miles, private owners—Won by M. Costello; second, G. Hoffman; third, Owens. Time, 16:16.

Twenty-five miles scratch, trade riders—Won by A. G. Chapple, Merkel; second, J. U. Constant. Time, 25:07⅗.

Salt Lake Tracks in a Squabble.

The new motorcycle track in Salt Lake City, Utah, better known as the Wandermere Motordrome, already has stirred up a pretty how-d'ye-do in that city. According to advices from Salt Lake, Jack Prince, who built the three laps saucer and who is supposed to be financially interested in the venture, is attempting to, in the vernacular, put the Salt Palace bicycle track "on the bum." It is stated that Prince is endeavoring to hold motorpaced races and bicycle record trials at the new motorcycle track despite the N. C. A. franchise held by the Salt Palace saucer, and as a matter of fact W. E. Samuelson, T. M. Samuelson and Emile Agraz already have competed upon the motorcycle track after being warned not to do so by Charles L. Berry, the Rocky Mountain representative for the National Cycling Association, the trials not having been sanctioned by the National Cycling Association, nor will such events be sanctioned. Representative Berry immediately suspended the riders named, and the National Cycling Association's board of control has voted to sustain him and also will call on the Federation of American Motorcyclists to enforce the suspensions. As the F. A. M. is bound by its articles of alliance to recognize the rulings of the N. C. A., the Samuelson brothers and Agraz probably will find themselves without any track on which to ride.

Auburn Seeks to Tag Motorcycles.

Because Ray B. Smith, the clerk of the lower house of the legislature, and a political boss in his vicinity, has told the city fathers of his home place, Auburn, N. Y., that the legislature left it to the local authorities to regulate the use of motorcycles, the city council is preparing to "shake down" the riders within its jurisdiction. The committee on licenses is drafting an ordinance which it is expected will impose a license fee of $3 per year plus the cost of tags which will be required. But possibly when the city dads discover that Mr. Smith does not know as much as he thinks he knows about the law governing motorcycles, they will decide to pack the ordinance in camphor. The state law applying to bicycles expressly forbids such ordinances as the one proposed in Auburn.

N. C. A. LIGHTNING STRIKES 36

Cash Chasing "Shamateurs" at last Placed in Professional Ranks—Amateur Championship to be Recontested.

The lightning, long hoped for, struck on Monday last, 11th inst. The skies, that is, the skies of amateurism, had been so long overclouded and the atmosphere so thick and odoriferous that hope seemed vain; but that evening the National Cycling Association's board of control permitted the bolt to strike, and, as a result, the sun since has been shining and the atmosphere of amateurism is more wholesome than has been the case for many years past.

It was then that the board of control took cognizance of the evidence that had been gathered, not by any of its officials nor obtained as the result of their questioning, but which had been submitted to it because of outside influence brought to bear, and formally transferred to the professional ranks 36 alleged amateurs, most of whom for more or less extended periods have been collecting the cash, less openly, perhaps, but almost as regularly as the avowed professionals. It was by far the most thorough bit of house cleaning the N. C. A. has done since it was organized, and while it was about it it speeded the good work by placing the title of amateur champion beyond the grasp of any of the unblushing and undeserving masqueraders who hold honor so lightly, and who so tardily have been placed where they belong. All of the championships which already had been run were annulled and the entire series will be recontested.

Chris. Scheller, of San Francisco, and Joseph Passinger, of Newark, N. J., who, respectively, stood first and second in the championship rating, were among those who felt the force of the lightning and who now bear the brand professional. Phil Wright, Lloyd Thomas and Joe Green, three other "importations" from the Pacific slope, and Fred McCarthy, the Canadian, went the way of Scheller, although, as a matter of fact, all of these "imported" amateurs had received forewarning that the storm was about to break and took time by the forelock by competing last week in several Class B professional events, which were programed for their particular benefit, and which hereafter will be run to encourage the other recruits. Those who also sought this cover were William Coburn, Ernest Jokus, Joseph Magin, Martin Ryan, of Newark; E. J. Hollister, Springfield, Mass., and E. L. Morgan, of Worcester, Mass. These constituted the more prominent of the "amateurs" who were able to live without working and to follow the Eastern circuit with their professional brethren. Other riders who felt the force of the blow and who were transferred to the profes-

sional class on Monday are the following:

William Morton, Warner Beck, Courtney Peer and John J. Brennan, of Newark; William VandenDries, Martin Kessler, Samuel Rein, Victor Anderson and John B. Hawkins, of New York; Michael Journey, of Nutley, N. J.; Tom Connolly, H. R. Rollins, Cornelius Connolly, A. S. Robbins, A. V. Hayes and Archie La Montague, of Boston; J. S. Grant, Lynn, Mass., and R. Diefenbacher, Al. McCormick, A. Brodbeck, J. Berryessa, J. A. McNeil and J. B. Hume, Salt Lake City, and Joseph Mesigal, Chicago.

It is understood that the work of purification is not wholly completed, and that a few stray black sheep are likely to be rounded up and properly branded within the course of the next few weeks. In the list of those riders who were professionalized, there are few surprises. Some of them, like the New Enland bunch, for years have been notorious coin collectors, taking the money freely and almost without subterfuge or concealment. About the only unexpected transfer was that of William VandenDries, the New York Athletic Club's crack rider. He, it is understood, did not make a practice of taking cash, but he "whipped the devil around the stump" and accomplished the same end by having the amount of his entry fees deducted from the amount of the "orders" for merchandise which constituted his awards.

The members of the board of control present at Monday's now memorable meeting were: Chairman R. F. Kelsey; D. M. Adee, president; C. B. Bloemecke, vice-president; R. A. Van Dyke, secretary, and Frank L. Kramer, the latter representing the American Racing Cyclists Union.

At the meeting Wm. Palmer, the Australian "pro" whose pugilistic tendencies led to his suspension for six months, submitted a letter of apology and a plea for forgiveness. He was forgiven, which is exactly to say, he was reinstated. During the period of "rest" he missed 17 race meets.

Guterman Again Heads the Harlems.

On Tuesday last the Harlem Motorcycle Club of New York elected officers as follows: L. H. Guterman, president; Wm. P. Hubschmidt, vice-president; D. J. Willis, treasurer; R. G. Hanna, secretary; R. T. Wennstroem, captain; Frank Hart, first lieutenant; Joseph Gries, second lieutenant; J. L. Sauer and Gus Rotholz, delegates to M. A. M. C. The officers will serve for six months.

San Franciscans Elect Officers.

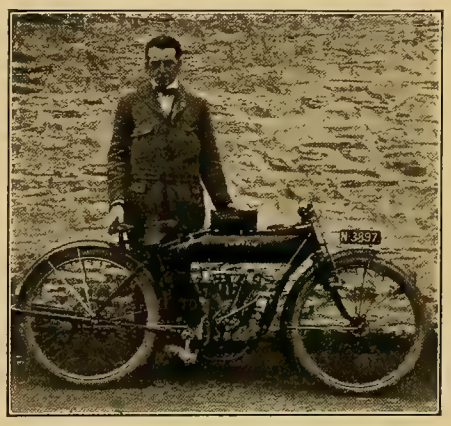
W. G. Collins last week was elected president of the San Francisco Motorcycle Club for the ensuing term. The other officers chosen were: J. Campbell, vice-president; J. E. W. Carey, secretary-treasurer; C. McLeod, sergeant at arms; A. W. Green, recording secretary, and Dr. I. W. Letcher, captain.

INDIANS SLICE BRITISH SCALPS

New Brooklands Record Annexed by Riders of American Mounts—No "Defective Inner Tubes" This Time.

That it was only defective inner tubes and not lack of speed that caused the Indian team to lose the recent Tourist Trophy motorcycle road race already has been stated, and if additional proof were needed, it unmistakably was furnished by the 163 miles race on the Brooklands track on June 22nd, which race was held under the Tourist Trophy regulations. Of the 35 starters in the two classes only 7 finished—five in the class for twins, and of this number three were Indians.

A. J. Moorehouse, a private owner, riding his 5 horsepower Indian, won the long race in 2 hours 52 minutes 30 seconds, and also broke the British track record for 150 miles by covering that distance in 2 hours 37 minutes 40⅘ seconds.



A. J. MOOREHOUSE

With the exception of the Tourist Trophy itself the Brooklands race was the most important of the year, and a large crowd was present when the 35 contestants started on the long grind. There were six machines using motors similar to the one which won the recent Isle of Man race, and while they ran well for the first hour, all of them went wrong with the exception of one.

Moorehouse rode a well judged race and assumed the lead shortly before the 150th mile and was never headed thereafter. In the recent Tourist Trophy race Collier's time was 3 hours 7 minutes 24 seconds, and the Brooklands race of the same length Moorehouse covered the same distance in 2 hours 46 minutes 41 seconds. H. H. Bowen, on a Bat, was second in 3:17:24, and C. B. Franklin, Indian, was third in 3:19:36. Franklin also broke the British 3 hours record when he covered 151 miles 1,545 yards. E. C. W. Fitzherbert, F. N., was fourth in 3:22:34, and D. R. Clarke, Indian, the only other finisher in the twin class; his time was 3:24:45. The only two finishers in the single class were F. McNab, Trump-J. A. P., 3:05:00⅗, and J. Marshall, Triumph, 3:06:46.

Moorehouse undoubtedly made better time than he was credited with, for it is stated that due to an error on scoring he actually rode about seven miles more than was necessary, while Franklin was stopped at 58 laps, when he held second place by a commanding lead; he should have gone 60 laps. About 10 minutes later the officials ordered him to go on and finish, but in the meantime Bowen had worked into second place.

Another interesting event at the Brooklands track was the inter-varsity match between Oxford and Cambridge. Last year Oxford won, but this year Cambridge was out to get revenge and they showed their wisdom by securing Dickson and Perrens, two Indian riders. In the elimination trials to select riders for the team Dickson and Perrens finished first and second for the Cambridge team. While the final duel was in progress a heavy rainstorm came up and the chain drive machines showed their ability to stand up under all conditions of weather. Dickson was the heaviest scorer for his team and the 11 points he won brought Cambridge's score up to 28 points, as against 17 points for Oxford.

Bicycle Messenger Causes Big Suit.

Because one of its messengers rode a bicycle, the Western Union Telegraph Co. stands to lose $25,000—if the suit entered against it by Horace Fogel, a former newspaper reporter and nominal president of the Philadelphia baseball club, is decided in his favor. Fogel claims that on March 12th, 1909, while on St. Charles street, in New Orleans, La., a messenger boy employed by the W. U. T. Co., ran over him while he was attempting to board a trolley car. For the injuries to his person and his dignity Fogel asks the United States circuit court to award him the sum of $25,000 as damages.

Boy Motorist Kills Boy Bicyclist.

Elliott Robinson, a newsboy, was run over and killed by an automobile driven by Robert Hamilton, 16 years old. Hamilton, who had been arrested for speeding before, was driving along the boulevard, Omaha, Neb., at a rapid pace, when another machine loomed up before him. In front of this automobile and going in the same direction was Robinson on a bicycle. Trying to pass the automobile preceding him, Hamilton ran over the newsboy, injuring him so severely that he died about an hour later.

F. A. M. Western District Meeting.

Vice-president Wyatt has called the annual summer meeting of the F. A. M., western district, for Monday next, 18th inst. It will be held at the headquarters of the Indiana Motorcycle Club in Indianapolis.

ROUTE FOR F. A. M. ENDURANCE RUN

As Finally Selected, it Measures 505 Miles —Pathfinders Able to Avoid Much Bad Going—Good Roads the Rule.

Few of the competitors who survive the first day of the F. A. M. national endurance contest, Monday, August 8th, should fail to be in at the finish at Philadelphia on the following Thursday. Practically all of the hard going will be on the first day's course from Philadelphia to Stroudsburg; traverses three states and totals 505.7 miles, is as follows:

First day, August 8, 176.6 miles.

	Miles
Start Philadelphia	
Norristown (check)	22
Reading, Pa. (control)	60
Hackettstown, N. J (control)	141
Stroudsburg, Pa. (control)	170.6

Second day, August 9, 152.1 miles.

Leave Stroudsburg, Pa.	
Port Jervis, N. Y. (control)	41
Newburgh, N. Y. (control)	84
Pompton, N. J. (check)	128
Newark, N. J. (control)	152.1

Third day, August 10, 183 miles.

Leave Newark	
Asbury Park (control)	53
Absecon, N. J. (control)	131
Camden, N. J. (control)	181
Finish Philadelphia, Pa. (control)	183



ROUTE FOR F. A. M. ENDURANCE CONTEST

the rest is comparatively easy. As originally outlined, the three days' route called for some strenuous traveling on the second day also but the pathfinders who recently completed the journey over the course found ways of avoiding the less desirable sections, and as a result the second day's travel from Stroudsburg, Pa., to Newark, N. J., and the last day's run from Newark, N. J., to Philadelphia will entail little more than long mileage. The pathfinders who performed the work were J. F. Merkel, Stanley T. Kellogg and James Mayo. With Merkel at the wheel of a big Chadwick motor car, they thoroughly plotted the route, choosing a circuit which mixes some of the bitterness so necessary and desirable for such a contest with much more of the grateful and equally desirable sweetness.

The official outline of the route, which is as follows:

The accompanying map shows the details of the route, the most strenuous portion of which is between Allentown and Stroudsburg, where some poor roads and stiff upheavals in the form of hills interpose themselves. The second day's route should be practically a joy ride; it leads over fine roads through a rolling and picturesque country. The third day's run, although calling for the longest travel, is, generally speaking, almost level, and the going good. The start and finish will be made at the Century Motor Club's house, 1606 North Broad street, Philadelphia, which will be F. A. M. headquarters during the national meet. There will be no hill climbing or other tests en route, and 30 minutes will be allowed for the travel from Camden to Philadelphia on the last day, this allowance being made because of the necessity of crossing the river by ferry.

The entry list will be in charge of Frank Shaw at the Century Motor Club's Broad street address.

Why Sidewalk Cycling Will be Sanctioned.

Qualifying his position with the assertion that "When people persist in doing a thing and you can't stop them, the next best thing is to regulate them," Mayor Martin, of Hutchinson, Kan., is having all bicycle riders tagged and licensed. The trouble arose over the habit of riding on the sidewalks long indulged in by the city's 1,000 cyclists, and the inability of the police to stop the practice. Anyway, hereafter when a cyclist desires to ride on the sidewalks he will have to secure a license tag at $1 per year, and will have to get off his wheel every time he meets or overtakes a pedestrian.

Carrying a Message to Gaynor.

Carrying a letter from the mayor of his home town, Guthrie, Okla., to the mayor of New York City, in the manner generally adopted by long distance travelers, Gerald Latshaw, a 16 year old boy, is coming east on his bicycle. He left Guthrie on July 5th, and will go via St. Louis, Cincinnati, Wheeling, Baltimore, Philadelphia, and Jersey City. He hopes to reach New York City some time in the latter part of August.

Club Spirit in England and America.

In England, on June 18th, a 100 miles non-stop team contest attracted entries of teams of six riders each from no less than 18 motorcycle clubs. For a similar contest on this side of the water the Concourse Motorcycle Club of New York is having a difficult time in an endeavor to enlist three teams of four riders each from as many clubs.

Connecticut is Closing the Mufflers.

In Connecticut a crusade against the open muffler, which is prohibited by the state law, is in progress. Several arrests have been made, but in most cases the offending motorcyclists and automobilists have been let off with a "don't do it again" warning by the police.

DEROSIER CLOSE TO HIS RECORDS

Jack Prince Accordingly Stretches the Announcements at Salt Lake—Balke Shares the Honors.

Salt Lake City, July 5.—In spite of the announcement to that effect, Jacob Derosier did not break any world's records at the Wandamere Motordrome last evening. It is true that the Americanized Frenchman did come close to the world's mark when he covered 5 miles in 3:52, but that is one-fifth second slower than Derosier's own record, made in Los Angeles, Cal. As for a world's record in the 25 miles race—the announcement that 20 minutes 14 seconds is a world's mark—that was simply one of Jack Prince's hat band records. The real record for 25 miles is 19:28⅕, also held by Derosier.

Forgetting the inaccurate announcements the racing at the new track last night was of the whip-saw variety, and although the crowd was not as large as on the opening night, still it was a paying assembly, more than 4,000 persons being present, and this despite the fact that bicycle races were in progress at the Salt Palace saucer at the same time.

The feature event was the 25 miles handicap for professionals, and Derosier certainly demonstrated that he was superior to the other riders in the event. He conceded handicaps to both Arthur Mitchel and W. E. Samuelson, and after the third mile, simply circled them as he pleased. T. M. Samuelson, who also started from scratch, finished third and Mitchel took second money, W. E. Samuelson having retired in the 22nd mile. For a time T. M. Samuelson contested Derosier's lead in the 5 miles handicap, but his effort was fruitless.

Charles Balke was the star among the trade riders. He finished first in the four miles handicap, covering the distance in 3:18, and also defeated Seymour in a two miles match, the latter having been the runnerup in the handicap. The summaries:

Three miles, private owners, singles—Won by Lon Claflin; second, R. B. Archbold; third, L. Galeazzi. Time, 3:16.

Four miles handicap, trade riders—Won by Charles Balke; second, Raymond Seymour; third, Al. Ward. Time, 3:18.

Five miles handicap, private owners, twins—Won by W. L. Westlake (3 laps); second, F. W. Thomas (3 laps); third, Lon Claflin (scratch). Time, 5:07.

Five miles handicap, professional—Won by Derosier (scratch); second, T. M. Samuelson (scratch); third, Arthur Mitchel (2 laps). Time, 3:52.

Two miles match—Won by Charles Balke; second, Raymond Seymour. Time, 1:45.

Twenty-five miles handicap, professional—Won by Jacob Derosier (scratch); second, Arthur Mitchel (3 miles); third, T. M. Samuelson (scratch). Time, 20:14.

Whittler Not Fast Enough in Match.

Salt Lake City, July 10.—Jacob Derosier again proved his supremacy last night at the Wandamere Motordrome by defeating Fred E. Whittler, the local prodigy, in two heats of their match, and T. M. Samuelson in the open race. The attendance was excellent, numbering 7,000.

The three miles professional handicap easily took rank as the prettiest event on the card, Derosier conceding handicaps to T. M. Samuelson, W. E. Samuelson, Arthur Mitchel and Steve Senhouse. Derosier rode like greased lightning and passed his oponents one by one, finally winning by 100 yards over T. M. Samuelson. Derosier also showed that his machine was faster than Whittler's in their match. The first heat went for one mile and Derosier won comparatively easy. In the second heat they rode side by side until the last half mile, when Derosier passed his man and won with a retarded spark.

The amateur pursuit between the local riders was a disappointment. Eight riders started but only three were left on the track after two laps. Two of the riders failed to get started at all and the others were lapped before they fairly got started.

Emile Agraz and W. E. Samuelson braved the displeasures of the National Cycling Association by riding exhibitions behind pace. These two riders have been competing at the Salt Palace bicycle track and are supposed to be under contract. As the motorpaced trials were not sanctioned it is presumed they will be suspended. The summaries:

Five miles scratch, trade riders—Won by Balke; second, Ward; third, Seymour. Time, 4:06.

Three miles handicap, professional—Won by Derosier; second, T. M. Samuelson; third, W. E. Samuelson; fourth, Arthur Mitchel. Time, 2:30⅗.

Challenge match, professional—First heat (1 mile) won by Derosier; second, Whittler. Time, 0:49. Second heat and match (2 miles) won by Derosier. Time, 1:37.

Unlimited pursuit, private owners—Won by Claflin; second, Archbold; third, Galeazzi. Time, 2:45⅗. Distance, 1⅔ miles.

Motorpaced exhibitions, professional—One mile by Agraz, 1:17. Two miles by W. E. Samuelson, 2:33.

One mile match, trade riders—Won by Balke; second, Seymour. Time, 0:49⅘.

Minneapolitans Elect Officers.

The Minneapolis (Minn.) Motorcycle Club last week elected the following officers for the ensuing year: Edward A. Thiem, president; William Edwards, vice-president; R. S. Porter, secretary-treasurer; Edward Hammer, captain. At the meeting the subject of an endurance contest was discussed but final action was deferred. Two routes are in view—to Duluth, Minn., and return, and to Fargo, N. D., and return.

OUTSPRINTS LAWSON TO THE TAPE

Clarke Captures Ten Miles Western Championship in Sensational Finish—Keefe Makes His First Win.

Salt Lake City, July 5.—A. J. Clarke, after a long, pretty race, had just the necessary "kick" left to win by a tire's width from Iver Lawson in the 10 miles Western championship at the Salt Palace saucer track last night. As Macfarland was out of town Clarke did not have any assistance, but he showed his generalship by tacking on behind Lawson, who was being pulled by Pye. This trio remained in the background while the long-markers were fighting for meal tickets, and at two laps from the finish Pye carried Lawson around the field. As Lawson had plenty of speed the crowd of 3,000 fully expected him to win, but Clarke unwound one of his marvelous jumps and won by a couple of inches.

In the match sprint race between Diefenbacher and Brodbeck, the former won in straight heats. He won the first by the skin of his teeth, but was not hard put in the second. Later, in the unlimited pursuit, Brodbeck evened the score. After Diefenbacher and Brodbeck had eliminated all the other riders they began a tail-end chase after each other. After three miles of steady grinding Brodbeck came up to his "rival," but the latter was not giving up easily and the crowd witnessed a neck and neck sprint for half a mile, until Brodbeck finally succeeded in passing him.

Fred Keefe, an Australian importation, enjoyed the sensation of his first victory in America when he led Oliver Dorlon home in the final heat of the half mile professional handicap. Lawson failed to qualify in his heat and although Clarke managed to get in the final he tired himself out in closing the gaps, and therefore was not strong for the final sprint. The summaries:

Ten miles Western championship, professional—Won by Clarke; second, Lawson; third, Walker; fourth, DeMara. Time, 21:13.

One-half mile handicap, professional—Won by Keefe (90); second, Dorlon (80); third, Wilcox (75); fourth, Senhouse (35). Time, 0:54⅕.

Five miles motorcycle against time, professional—By F. E. Whittler. Time, 5:46⅖.

Unlimited pursuit, amateur—Won by Brodbeck; second, Diefenbacher; third, Berryessa; fourth, Schmertz. Time, 8:45. Distance, 3 miles 6 laps 97 yards.

One mile handicap, amateur—Won by Taylor (55); second, Rodberg (110); third, Gemple (110); fourth, Schmertz (35). Time, 1:56⅕.

Amateur match—First heat (½ mile) won by Diefenbacher; second, Brodbeck. Time, 1:03. Second heat and match (¾ mile) won by Diefenbacher. Time, 1:35⅕.

FOGLER FINALLY "GETS" GOULETTE

Australian, Seemingly Unbeatable in Pursuit Racing, is Tagged at Providence—Wright Defeats Scheller Twice.

Joseph Fogler emulated the "villain" at the Providence (R. I.) saucer Friday night last, 8th inst., and "pursued" Alfred Goulette, until that time undefeated, until he tagged him in an unlimited pursuit race that proved the feature event of the program.

Fifteen riders entered and four heats were run, the winners being Fogler, Lawrence, Goulette and Root. Root was soon tagged and Fogler then passed Lawrence, leaving the result between Fogler and Goulette. The Australian rode a fine race and at one time it seemed that he would overhaul the big Brooklynite. Fogler, however, was game, and each time Goulette advanced he retaliated with a sprint that lessened the distance between them. It was only after more than six miles that Fogler was able to pass Goulette and end the race.

Another bully race was the three miles scratch for Class B professionals, which Phil Wright, of Salt Lake City, won from Scheller of San Francisco, after a pretty finish sprint. The field was well bunched at the start, but in the last half mile the stronger men began a heartless sprint, with Wright and Scheller in the lead. These two fought it out until the finish, Wright winning by a few inches. Wright also defeated Scheller in the mile race.

Seven trial heats were necessary in the one mile repechage handicap for Class A riders, the final of which was won by Floyd Krebs, of Newark, N. J. Kramer and Root were the low markers but dropped out when they saw there was no chance of overhauling the long-markers. Bardgett finished a close second. Hill was third and Menus Bedell fourth. Norman Anderson brought home the bacon in the mile invitation, and Hunter took Turville's measure in the motorcycle race, which was a 5 miles whirl.

The summaries:

One mile repechage handicap, professional Class A—Won by Krebs; second, Bardgett; third, F. Hill; fourth, Menus Bedell; fifth, Mitten. Time, 1:50⅗.

One mile handicap, professional Class B—Won by Wright; second, Scheller; third, Hollister. Time, 2:05⅕.

Three miles scratch, professional Class B—Won by Wright; second, Scheller; third, Jokus; fourth, Hollister. Time, 7:11⅖.

One mile invitation, professional Class A—Won by Anderson; second, Hehir; third, Krebs; fourth, Wells. Time, 2:13⅗.

Unlimited pursuit, open, professional Class A—Won by Fogler; second, Goulette; third, Lawrence; fourth, Root. Time, 14:44⅘. Distance, 6 miles 3⅓ laps.

Five miles motorcycle, professional—Won by Hunter; second, Turville. Time, 6:15⅗.

Kramer Again Punctures in Championship.

With the largest crowd of the season in attendance the circuit meet at the Revere Beach (Mass.) track on Saturday night last, 9th inst., was one of the most successful meets ever held at that track. The five miles professional championship was the feature, but Kramer, after winning the half mile handicap by an excellent ride from scratch, was eliminated from the championship by a puncture. Fogler escaped the puncture fiend and won the final heat by defeating Hehir, Krebs and Fred Hill in the order named.

With the exception of the championship event the match between Collins and Moran attracted a great deal of attention. The race was from a standing start and Moran caused his followers to cheer when he got the better of the getaway. In the second mile Collins attempted to pass Moran, but the Chelsea milkman held him off in fine style and at 5 miles there was no relative change in positions. Moran led at 10 miles by 60 yards, but two miles from the finish Collins had worked up to his rear wheel and was awaiting a favorable opportunity to jump. In the last mile Collins managed to get alongside Moran and with less than a half mile to go he passed, winning by 30 yards.

In the professional races for Class B riders Phil Wright, of Salt Lake City, won the quarter mile scratch from Hollister, but was defeated in the two miles handicap by Scheller, both starting from the 40 yard mark.

The summaries:

One-quarter mile scratch, professional Class B—Won by Wright; second, Hollister; third, Jokus. Time, 0:31⅖.

One-half mile handicap, professional Class A—Won by Kramer (scratch); second, Krebs (40); third, F. Hill (25). Time, 0:58.

Two miles handicap, professional Class B—Won by Scheller (40); second, Wright (40); third, Jokus (15); fourth, McCarthy (scratch). Time, 4:27.

Five miles championship, professional Class A—Won by Fogler; second, Hehir; third, Krebs; fourth, F. Hill. Time, 11:31.

Fifteen miles motorpaced, professional—Won by Collins; second, Moran. Time, 23:11.

Deaf Cyclist Killed by Train.

The combination of being deaf and dumb and carrying another boy on the handlebars of his bicycle was responsible for the death of John Beckett, 13 years old, who was killed while crossing the Jersey Central tracks in Como, N. J., last week. The boy did not hear the whistle of an approaching train, and was knocked fully 60 feet into the air. The lad he was carrying succeeded in jumping off before the collision occurred, and escaped injury.

CLASS "B'S" ENTERTAIN NEW HAVEN

Three Events Give Them a Chance at Legitimate Money—Collins Easily Distances Wiley and Root.

Elmer J. Collins, the Lynn (Mass.) crack, won the one-hour paced brassard race at the New Haven (Conn.) saucer track on Sunday night last, 10th inst., and thereby added considerably to his bank roll, as the brassard carries with it a remuneration of $5 a day until he is defeated. The meet was one of the best attended since the new track opened, as it was held in the interest of charity, a local organization promoting it.

The new Class B professionals were given an opportunity to earn their living in three races, two of which were match events. E. J. Hollister, of Springfield, Mass., met Phil Wright, of Salt Lake City, in a half mile sprint, and although Hollister showed class, he was unable to outsprint the man from Mormonland. The other match was an unlimited pursuit between Coburn, of Newark, and Thomas, of San Francisco. Thomas proved the best stayer, passing Coburn after a chase of 3¾ miles.

The half mile scratch for Class B riders was contested by Wright and Thomas, and the former had no trouble in taking the measure of the Pacific coast crack. Coburn finished a close third. Turville only played with Hunter and Fred Hill in the three miles motorcycle race, and drew a close finish over Hunter. Hill finished a quarter lap in the rear.

In the brassard motorpaced race Collins got much the best of the argument when he drew Turville as his pacemaker. Root, who was paced by Hunter, made a poor showing and quit after riding 6 miles. Wiley in the meantime was being repeatedly lapped by Collins, and when Root quit he changed from Hill to Hunter. Collins was never in danger, despite the change in pace, and the race ended when Collins had covered 38 miles, which was no less than 2⅓ miles more than Wiley had been able to negotiate.

The summaries:

One-half mile match, professional Class B—First heat won by Wright; second, Hollister. Time, 1:23⅕. Second heat and match won by Wright. Time, 1:22⅖.

Unlimited match pursuit, professional Class B—Won by Thomas; second, Coburn. Time, 7:31. Distance, 3¾ miles.

Three miles motorcycle, professional—Won by Turville; second, Hunter; third, F. Hill. Time, 3:52⅕.

One-half mile scratch, professional Class B—Won by Wright; second, Thomas; third, Coburn. Time, 1:02.

One hour motorpaced, professional—Won by Collins; second, Wiley; third, Root. Distance, 38 miles.

REAL AMATEURS AT NEWARK MEET

Get Watches, Not "Orders"—Fogler First in Stirring Finish—Wiley Wins the $5 per Day Brassard.

For the first time this season there was a genuine amateur race at the Newark (N. J.) Velodrome. It occurred on Wednesday night last, 13th inst. This remarkable state of affairs developed because the wholesale transfer of those riders who have been masquerading as amateurs caused many of them to ride as professionals, which they long have been at heart. The race was won by Henri VandenDries, of New York City—who, however, is said to be under suspicion—and second honors were captured by Herman Kjeldson, a newcomer from Denmark. They received not "orders" but a gold and silver watch respectively—another evidence of the more wholesome order of things.

Perhaps the best contest of the evening was the one mile scratch for Class A professionals, which was won by Joe Fogler in a heart-breaking ride from Patrick O'Sullivan Hehir. Little O'Sullivan in turn displayed his rubber heels to Champion Kramer. Eight riders lined up for the final, and a gruelling race resulted. Fred Hill and Alfred Goulette tried to lose the others, and the bleachers instantly were in an uproar. Root was then in third place, followed by Fogler, and Kramer the seventh man in the string. For the next two laps they rode that way, and at the bell Goulette was leading, with Root, Fogler, Hehir, West and Krebs fighting for the lead. Passing the judges stand Kramer began his sprint and passed man after man on the backstretch. When it seemed that he would be able to get to the front Krebs swerved slightly, just enough to throw Kramer out of his stride. He recovered quickly and riding high around the last turn came fast and strong. Fogler made a grand final effort and won by a few inches from Hehir, with Kramer only a tire's width behind the Australian and Root 6 inches back of the champion. It was the greatest finish of the year.

The paced race between Wiley, Collins and Moran was for the brassard which carries with it $5 a day until won by some other rider. Collins retained the armlet before the race, but now George Wiley will draw the daily prize. Collins certainly had hard luck, if that is any consolation for defeat. He gained four laps only to lose them through punctures, but even then lost the race by only less than a lap. At the same time Wiley had some trouble with his pace in the early stages of the race, until he hooked behind Moran's pacemaker. Moran made a splendid ride and was leading at 10½ miles, when the chain of his pacing machine snapped. The retarded speed of the motorcycle was sufficient to throw Moran, who was badly shaken up.

The mile handicap for Class B professionals was a blood stirring argument, and Scheller showed that he can ride as well as a professional as a shamateur. He showed a wonderful burst of speed when he defeated McCarthy and Magin. The last-named was the honor-marker, and doubtless would have given Scheller a stiff fight had he not managed to get himself in a pocket. Edward Rupprecht, in the Class A invitation handicap, rode a crafty race, and timed his sprint just right; he led 21 riders aross the tape. The summaries:



One-half mile scratch, amateur—Won by Henri VandenDries; second, Herman Kjeldsen. Time, 1:06⅗.

One mile scratch, professional Class A—Won by Fogler; second, Hehir; third, Kramer; fourth, Root. Time, 2:32⅗.

One mile handicap, professional Class B—Won by Scheller (15); second, McCarthy (20); third, Magin (scratch); fourth, Wright (10). Time, 2:13.

Two miles invitation handicap, professional Class A—Won by Rupprecht (140), second, Billington (170); third, F. Hill (25); fourth, Halstead (110); fifth, Lawrence (150). Time, 4:13⅗.

Twenty miles motorpaced Brassard, professional—Won by Wiley; second, Collins; third, Moran. Time, 30:40⅗.

Plainfield Handicap Goes to Drake.

In the first of a series of weekly races to be held by the Plainfield (N. J.) Cycling Club, William Drake last Sunday, 10th inst., defeated a field of ten riders over a 5 miles course. Drake, with a handicap of 1 minute, made the distance in 12 minutes 55 seconds. Percy Haberle started from scratch and finished second, while A. F. Miller, also a scratch man, was a close third.

KRAMER MAKES NEW RECORD MARK

At New Haven He Smashes Clarke's Figure for 25 Miles—Scheller and Jokus Lead "Class B" Bunch.

Frank L. Kramer, of East Orange, N. J., sent one world's record glimmering at the New Haven (Conn.) saucer track on Thursday night last, 14th inst, when he won the 25 miles scratch race for Class A professionals in the remarkable time of 54 minutes 13 seconds. The former record of 56:21 was made by A. J. Clarke at the Newark Velodrome, October 31st, last year.

The event in which Kramer eclipsed the world's record was the feature of an interesting program and it proved a grilling contest from start to finish. Kramer, Root, Fogler, Hehir finished in the order named with hardly a foot between first and fourth. Anderson started a long sprint and jumped the field at five laps to go. He petered out, however, in the bell lap and Root took the lead. Kramer got his legs working on the back stretch and for half a lap one of the prettiest neck and neck struggles imaginable resulted. Kramer finally managed to win by only six inches. Alfred Goulette mainly was responsible for the new record, his persistent sprinting for lap money keeping the field strung out for mile after mile.

Chris Scheller and Ernest Jokus divided honors in the two races for Class B "pros." In the quarter mile record trials Scheller had sufficient speed to win, although his time of 26 seconds is far from the record. Wright was three-fifths second slower and Jokus turned his two laps in 26⅘ seconds. Jokus kept his sprint in reserve until the last half lap in the two miles scratch and defeated McCarthy by a half wheel. Scheller was third.

"Jimmy" Hunter surprised Charles Turville in their unlimited match pursuit on motorcycles. Turville confidently expected to overhaul Hunter in the first five miles, but the Newark lad began to creep up on the ex-Philadelphia crack at that distance and ended the race when he passed Turville after the eighth mile. The summaries:

One-quarter mile record trials against time, professional Class B—Won by Scheller, 0:26; second, Wright, 0:26⅗; third, Jokus, 0:26⅘.

Two miles scratch, professional Class B—Won by Jokus; second, McCarthy; third, Scheller. Time, 4:37.

Twenty-five miles scratch, professional Class A—Won by Kramer; second, Root; third, Fogler; fourth, Hehir; fifth, Krebs; sixth, Hill; seventh, Anderson. Time, 54:13 (world's record).

Unlimited motorcycle pursuit, professional—Won by Hunter; second, Turville. Distance 8¼ miles 330 yards. Time, 11:13⅗.

HOSPITALITY IN OREGON DESERT

Cross-Continent Motorcyclists Meet Kindly Strangers—Lonesome Homesteader—Flat Tires for Sand.

In the Desert of Oregon, July 2.—Never in my life have I worked harder and succeeded so poorly as during the past week. We—that is, Helgeson and myself—got into a bad mess by trying to save 300 miles, attempting this cut-off through Oregon. After leaving the automobile road to Portland at Montague our troubles began, and they seem to increase the further we go. Sand, sand everywhere—not deep enough to interfere with automobiles or teams, but too deep for motorcycles.

If it were not for the sand this would be an ideal route. It is practically level country through the pines and cedars after crossing the Sierras at Montague, and with but a few small hills and no ranges to cross. Water is plentiful; we never have to ride more than 15 miles without it. Gasolene and provisions, however, are high. We can buy gasolene in 5-gallon cans only which cost from $2.25 to $2.75 per can, or 45 to 55 cents per gallon.

The people are very hospitable and we have received more kindnesses on this part of our trip than during all the rest put together. For instance, at the Indian agency at Klamath, Mr. Holman, who has charge of the blacksmith shop connected with the Indian school, turned us loose in the shop with instructions to help ourselves to anything we wanted. We built a contrivance for running our wheels through the sand, and Mr. Holman would not take a cent for even the tubing and bolts we used. At a surveying camp at Poole's we stayed over night and had two of the best meals we have eaten on the trip, and without any charge. Numberless little incidents like these have occurred which make one feel better toward the world. But the roads have been awful, and I feel 10 years older than when I started.

We have not had 10 miles of real good motorcycle road in the last 300 miles. This country is of sand formation and there are no made roads. Even where the sand is not deep the path where the horses walk and the ruts where the wagon wheels run are cut deeply, and riding over 12 miles an hour is dangerous. There is always enough sand to make the wheels skid on turns or in uneven places, and then one strikes the banks of the road. With my twin Indian it is a hard matter to get started in the ruts; both pedals are broken off and pins are used instead, and one cannot pedal fast enough and true enough in the rut to start the magneto to firing. When I get stuck Helgeson has to dismount, set his wheel on the stand and start me. He is all right, because he has a free engine clutch and can start his engine on the stand, and start anywhere. He is the best natured and most accommodating fellow I ever knew; he never complains about this extra work and always is ready with a helping hand.

Referring to my log book I find I wrote last from Klamath Falls. We left there at 4:30 Sunday afternoon, and the first thing got into the nastiest, dustiest hill we were ever introduced to. Traction engines and log haulers had cut the road until there seemed to be no bottom to the dust. I could not ride at all, and there was four miles of it, and Helgeson could only make the bad parts by running his engine on the low gear and walking beside it, letting his clutch slip. Then he would come back and help me push up. We only made 6½ miles that evening, but they were the longest, hardest miles I ever have known.

We camped that night among the big pines, and just as we were cooking supper saw a lantern approaching. The bearer proved to be a homesteader who had lived seven years alone in that lonesome place. He wanted us to come over to his cabin and spend the night, offering us every inducement. He said he was lonesome and wanted someone to talk to.

"Come on over, boys, and we'll have a h—ll of a time," he urged. "We'll talk all night and you can eat and smoke all you want."

We both had fought bed bugs at Klamath Falls all the night before, and the idea of sitting up all another night to talk was not very alluring to us, so we excused ourselves. Then he tried to scare us with tales of bald faced bears, cougars that sneaked up behind one and panthers that dropped from the trees on the unwary traveler and ate him up. He carried a Winchester rifle and said he never dared to venture from his fireside without it.

"And rattlesnakes!" he continued, "why, gentlemen, there are more rattlesnakes here and bigger ones than in any other place on earth. I killed one here last summer that was 14 feet long and had 134 rattles on it. And there is a big one that roams these woods that no one has ever killed that is the king of all snakes. I never saw it, but have seen its tracks where it crossed the road, and he makes a trail 14 inches wide. He has 187 rattles, for I saw where he laid his tail down in the sand and counted the print of his rattles in the sand."

Failing to cajole or scare us into coming to his cabin to stop, he stayed at our camp until after one o'clock telling us his life story. I went to sleep and left him talking, but Helgeson was more courteous and answered with occasional "ohs" and "ahs" between naps.

From "Rattlesnake Bill's" cabin to the Indian agency the dust and sand was something frightful, and I got more falls than I have fingers and toes. I told Bud—that's Helgeson—I had a scheme for fastening the two wheels together, side by side, wagon tread, so each one would run in a wagon track and we could ride through sand. I was not going another darned inch until we tried it.

At the agency we found Mr. Holman, to whom I previously referred and who had charge of the Indian blacksmith shop, and we told him our troubles. He was a prince of good fellows. "Go right into the blacksmith shop and help yourselves," he responded. "There are all kinds of tubing, bolts and tools there, and it won't cost you a cent."

Well, we worked a day and a half on that contraption and when it was finished to our satisfaction we took it out and tried it, and it would not work. Our engines were were not geared alike and were so rigidly braced they lost their power in making turns. Then the braces that kept the wheels upright broke and we had to lead our dream home by the ears, so to speak. Helgeson's motor is hung so low he cannot go over rocks, and when he broke the petcock off his engine he swore off trying to use such an arrangement. So we took it back and dismantled our brilliant scheme and struck out on our weary way late in the evening.

We figured up the cost of oil and gasolene to this point, and found gas had cost us $14.15 and oil $7.00. Our cyclometer shows we have traveled 1,021 miles and at a cost of $21.15 for oil and gas it averages a little over 1 cent per mile for each. Our provisions for camping have amounted to about $11, and meals taken at hotels and restaurants $12 more, a total of $23. Added to this was $26 for repairs, ferriage, films, etc., making a total of a little over $70 to date, or about 7 cents per mile for total expenses. The greatest part of this had been incurred through the bad roads, where we made slow time, running on low gear and using up our machines over the rough, rock strewn going.

After leaving the agency we came to a cabin near an inviting spring, and there we found a nice bunk full of straw which made such a good bed we slept until nine o'clock next morning. Bud suggested that if we did not get too far that day we might come back and sleep in the straw another night.

Sometimes jokes come true, and this one came near being fulfilled. Before we had gone three miles my drive chain broke three times, and the last time wrapped around my engine shaft and bent it. I thought I was done for, as the engine would hardly turn over. After working all the rest of the day trying to fix the shaft and also a hole in my oil tank where the chain had cut it, we camped three miles from the cabin.

That night it rained and rheumatism set in on my back and nearly drove me wild. I had to get up at 1 o'clock and build a rousing big fire and "cook" my back in order to get any relief. I was pretty well discouraged that morning, with a lame back and a lame engine. But use improved both, and by evening both were working pretty good.

Thursday, June 30th, we made 40 miles. Roads were heavy and sandy through the jack pines and sage brush. Night came on us while we were in the barren dry sand, and we thought we would have to make a dry camp and starve over night. But a teamster came along and told us it was only six miles to a railroad camp where we could get water and a camping place. So I told Bud I was going to make it or bust a lung. Letting nearly all the air out of my tires I made a last desperate dash for grub and water, and made it with only three falls. Bud saw the efficacy of flat tires and followed suit.

Arriving at the camp, the cook invited us to the best meal we have had on the trip. There was a surveying crew there of about thirty men, and they certainly are well fed. The cook was a good one, and liberal, and there was enough left for ten hungry men, and the way we did eat was disgraceful—pot roast of beef, creamed potatoes, stewed onions, sauer kraut, corn, bread, butter, coffee, tea, tomatoes, doughnuts, cake, chocolate pudding, canned pears, all kinds of salads, pickles and sauces, and lots of each. Bud ate so much it made him sick and I was so full I was in misery all night. The next morning the breakfast was just about as good, and for the first time on the trip we got enough to eat. Thanking the cook for his kindness and promising to pass it along to the next man we found hungry, we pulled out feeling much better.

That day we made 60 miles, the best day's travel since leaving the automobile road at Montague. Most of the distance was made by the side of the road where the ground was smooth, though soft, and winding among the pines and dodging trees, rocks and stumps. Gasolene at Rosland cost us $2.70 for a 5-gallon can, or 54 cents per gallon, and the storekeeper did not care whether we took it at that price or not.

We reached Bend at noon and stopped long enough to fix my handlebars, which were bent when the wheel turned a somersault over a big rock, and thought we would make Prineville that night. But alas! we did not know the roads. We got into the worst stretch of sand since we left Dorris, and by the time we had fallen over about 16 miles of sandy ruts both of us were ready to quit and rest up over Sunday. So when we came to the first irrigation ditch running from the waters of Pilot Butte we camped in the sage brush and vowed we would not get up Sunday until noon, or do a tap all day, except wash our dirty rags and write to the Bicycling World. So here we are, dirty, tired and ragged, but ready to push on in the morning, and with hopes of reaching Spokane in 10 days more. H. D. JOHNSON.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

CLARKE BREAKS AN OLD RECORD

Makes new Time for Two-Thirds Mile Unpaced in an Eventful Card at Salt Lake Palace.

Salt Lake City, July 9.—A. J. Clarke and Gordon Walker, two renowned Australian riders, were the laurel-crowned heroes of a card, which, from point of excitement, was easily the best of an already eventful season. Little Clarke simply flew at the Salt Palace saucer last night, and among other things broke Walter Sanger's record for two-thirds mile, unpaced, which has stood for 15 years. Clarke covered the distance in 1:12, and Sanger's old record, made in Denver, November 15, 1895, was 1:14⅕.

Walker, who is also an excellent rider, won the mile invitation handicap from scratch after a beautiful ride in 1:50⅖, and also rode second to Clarke in the two miles Western championship, after nipping Lawson at the tape. Walker is a modest chap and well deserved all the applause he received.

The three five mile heats of the motorpaced match between S. H. Wilcox and Ray Duer were exceedingly interesting. In the first heat the former drew the pole, and although he made several pretty sprints Duer was unable to go around. In the second heat Duer had the pole and Wilcox was unable to pass. To make it fair for both the final heat was started with the riders on opposite sides of the track. Just before completing the first mile Wilcox's tire blew out and he fell to the track. Although partially stunned and suffering from slivers in his legs, Wilcox gamely resumed the race, but it was evident the fall had taken the starch from him. Duer was winning easily when a puncture put him out of the running. Wilcox finished alone and received a great hand when it was announced that he was willing to divide the purse and call honors even. The summaries:

Two-thirds mile unpaced against time, professional—By A. J. Clarke. Time, 1:12 (world's record).

One mile invitation handicap, professional—Won by Walker (scratch); second, DeMara (scratch); third, Burris (35); fourth, Dorlon (60); fifth, Hopper (50). Time, 1:50⅖.

Five miles motorpaced match, professional—First heat won by Wilcox. Time, 6:54⅖. Second heat won by Duer. Time, 6:41⅗. Third heat and match won by Wilcox. Time, 5:48.

Unlimited match pursuit—Won by Carslake; second, Senhouse. Distance, 3 miles 1 lap 10 yards. Time, 6:59.

Unknown distance, amateur—Won by Diefenbacher; second, Brodbeck; third, Berryessa; fourth, Taylor; fifth, McNeil. Time, 11:13. Distance, 5⅛ miles.

Two miles Western championship, professional—Won by Clarke; second, Walker; third, Lawson; fourth, DeMara. Time, 3:50⅕.

Hults Takes Overland's Handicap.

R. M. Hults, with a handicap of 8 minutes, and F. Y. Pearne, riding from scratch, won the two leading prizes in the Overland Wheelmen's 16 miles handicap road race at Los Angeles on July 4. Hults finished first in 47:10 and also won fourth time prize, while the leading time award went to Pearne, who was clocked in 46:10. Pearne also won 12th place prize. Although organized on short notice, considerable interest was aroused, no fewer than 46 riders appearing at the start. As four-fifths of the way was over asphalt pavement, the time was slow. The summary:

1, R. M. Hults (8:00), 47:10; 2, Harold Soderberg (6:00), 3, Clarence Walton (4:00); 4, Eugene Rausher (4:00); 5, Joe Caminati (9:00); 6, Clifford Evelyn (10:00); 7, Thurlow McCoye (3:00); 8, Landa Farley (2:30); 9, Stephen Oliver (6:00); 10, Neldon Cooper (3:00); 11, Floyd Cooper (3:30); 12, F. Y. Pearne (scratch), 46:10; 13, Louis Costello (2:00); 14, Fred Allison (8:00); 15, Henry Del Cano (4:30).

Pittsburg Motorcyclists in a Climb.

Pittsburg, Pa., witnessed its first hill climb on July 4th, when the Pittsburg Motorcycle Club decided eight events on the uphill Grant boulevard. There were no mishaps of any sort as the road was kept well cleared by members of the club and uniformed police. Three events were for private owners, for machines of 21, 30½ and 45 cubic inches, and these were won respectively by Scott Hartje, C. S. Coulter and J. E. Fawell. Although previously having competed as a private owner, Hartje also won the 21 cubic inches class for trade riders, the 30½ and 45 events going to E. F. Defibaugh and the 61 cubic inch class to A. G. Schmidt. E. B. Connell won the trade riders' event for belt driven singles. The fastest time of the morning was scored by Schmidt (Indian), who flew up the grade in 31 seconds.

Killed by Efficient Coaster Brake.

Antonio Frisco, of Newark, N. J., was killed one day last week because the coaster brake on the bicycle ridden by Thomas E. Norton worked too perfectly. Norton was swiftly coasting down the Park avenue hill in Newark when Frisco stepped onto the roadway immediately in front of him. Trying to avoid collision, Norton jammed his brake on so suddenly and with such force that the wheel stopped instantly and he himself was hurled over the handlebars and catapulted against Frisco. The impact of the flying body knocked down Frisco, who struck the pavement with such force as to fracture his skull. He died an hour later in the City Hospital. Norton, although badly shaken up and fainting at times, was able to reach his home on foot.

Belated Reports of the "Glorious Fourth."

H. Stewart won the 5 miles motorcycle race at Muskegon, Mich., on July 4th, with J. Poissen a close second. Both riders hail from Grand Rapids, and both rode Indian machines. The time was 7:59.

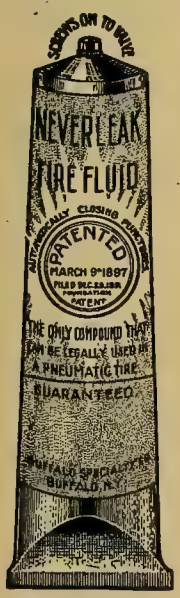
Fast times prevailed as a rule in the events at Portland, Ore., on July 4th. The feature of the meet was a 10 miles event for 7 horsepower machines which brought a battle royal between Verne Maskell and Fred Nowotny, the latter winning by a few feet in the fast time of 9:52⅖. Gruman and Henderson divided honors in the remaining events.

Five perfect scores were the result of the Toledo (Ohio) Motorcycle Club's endurance run from that city to Dayton and return on July 4th. The distance was 320 miles, and Charles W. Quetschke, A. R. Oberwegner, Harry Garn, B. F. Miller and Will Leatherman, all on Yales, were the lucky winners of silver medals. A number of the contestants withdrew before the finish.

With 12 excellent events and a crowd of 3,000 enthusiasts in attendance the Fourth of July meet of the Illinois Valley Motorcycle Club at LaSalle, Ill., was a great success. Joseph DeSalvo, of Chicago, riding an Excelsior, was the star of the occasion; he won six events. These were the 5 miles free-for-all, 2 miles 30½ cubic inches, 3 miles 30½ cubic inches, 2 miles free-for-all, 3 miles for winners of previous events, and a 2 miles match against C. C. Stansburg, of Canton, Ill. H. G. Pruett, of LaSalle, won first prize in the 10 miles free-for-all handicap with his Harley-Davidson. Roy Kemper, of Canton, and Fred Hoeffer, of LaSalle, both astride Excelsiors, respectively finished first in the 3 miles for machines of 50 cubic inches without ports, and the 5 miles 50 cubic inches without ports. Hoefferle also annexed the prize in the 5 miles race for club members only. The one mile consolation went to A. B. Porter, Indian. Only one mishap occurred, in which Henry G. Pruett, a local rider, fractured his arm when his rear tire blew out on a turn.

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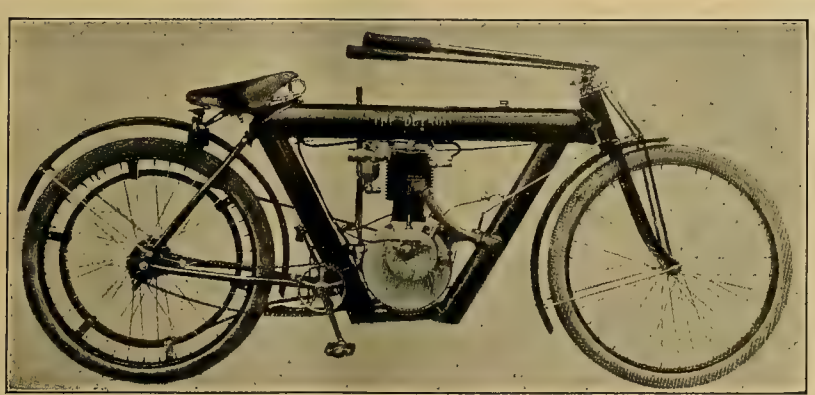
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Quality—Price

Caring for Refitted Bearings.

After having had an engine thoroughly overhauled, especially if any new bushings have been installed, it is important that it should be treated much in the same way as a brand new machine, just out of the shop. In other words, the bearings must have an unusually plentiful supply of oil, and must be inspected at frequent intervals to make sure that no heating is taking place, and also the oil in the crank case should be renewed more frequently than usual until it is certain that the new metal has become thoroughly "run in." Otherwise there is considerable risk that all the good accomplished may be undone.

Working Down a Bad Crank Pin.

Great care should be used in working down a crank pin or journal if emery is used in the process. There is danger of getting the shaft out of round and also of rendering it of varying diameter at different points. If emery is used, there is considerable danger that it may not be entirely removed, some of the grains remaining embedded in the metal. Under such circumstances the life of the renewed bearing is apt to be short, as it soon will become loose.

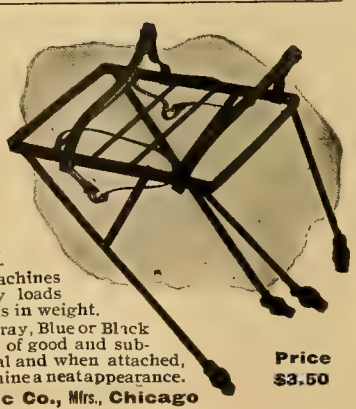
Why Motorcycle Sprockets Should Line.

Adjusting the driving wheel in the rear forks in such a way as to preserve the correct alignment of the wheel is far more important with a motor bicycle than with a pedal driven machine. Even the smallest amount of disalignment will tend to increase the wear of the chain tremendously, while if the chain be driven at all slack, the liability of its climbing the teeth of the sprockets with disastrous results is increased greatly.

Kerosene in Carburetter to Clean Engine.

A handy way of getting kerosene oil into an engine to clean the cylinder, as should be done at the end of every run and while the walls still are hot, is to shoot small quantities into the extra air port of the carburetter just before the spark is cut off. The suction will be sufficient to draw the oil into the cylinder, while the motion of the piston will suffice to distribute it thoroughly.

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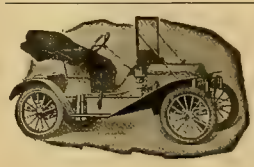
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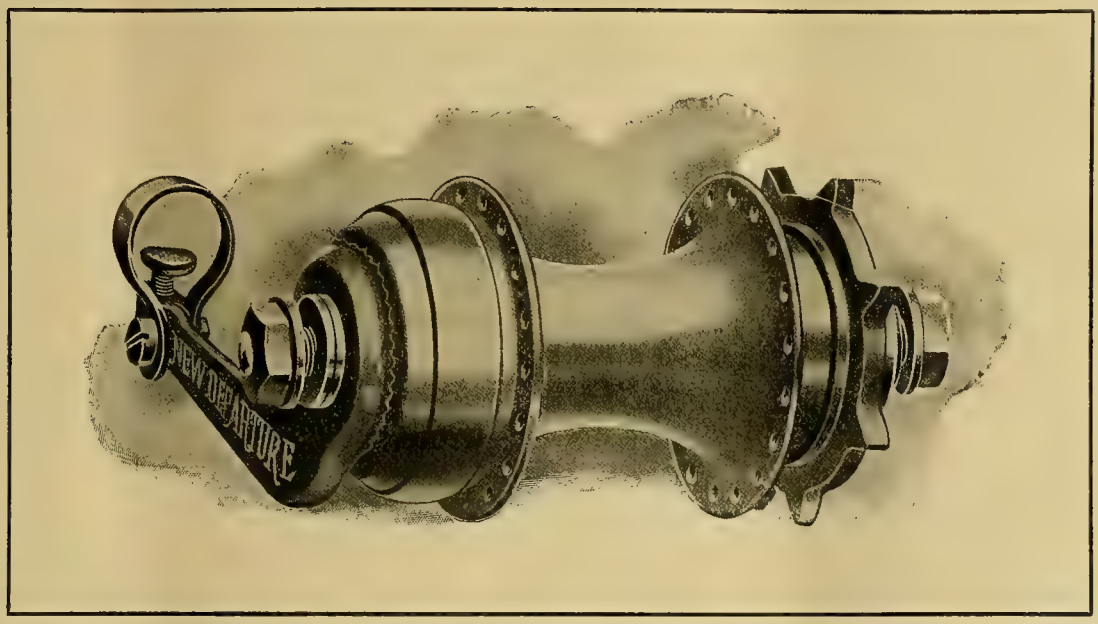
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PRODUCING GRAPHITE FROM COAL

Its Manufacture Accomplished by Electric Furnaces—How the "Deflocculation" Process was Discovered.

Familiar as is graphite, not everyone knows that means have been found for its production by artificial means and that now a large proportion of the kind that is suitable for lubricating purposes is produced direct from cheap anthracite coal by the application of intense electrical heat. This production is comparatively recent, and the inventor of the process, Dr. Edward G. Acheson, of Niagara Falls, N. Y., who also is the inventor of carborundum, in giving an address on "Graphite" before the National Gas and Gasolene Engine Trades Association, at Cincinnati, O., on the 14th ult., has revealed the manner in which the discovery was made and the methods that are used for producing "deflocculated" graphite. Dr. Acheson said in part:

"Having the opportunity to use a comparatively large electric current, in March, 1891, I thought I would take up a series of experiments for the production of an artificial abrasive. These experiments resulted in my devising methods whereby a mixture of ground coke and sand, when subjected to a high temperature in an electric furnace, was caused to undergo chemical changes, the oxygen of the sand passing off with a part of the carbon as carbonic acid gas, the reduced metallic silicon associating itself with an equal atomic weight of carbon, resulting in the production of a new body up to that time unknown. To this body I gave the name carborundum.

"Very early in the manufacture of carborundum, which is produced at a temperature much beyond that of the vaporization of silica or sand, which has always been looked upon as one of the most durable linings for metallurgical apparatus, I found that when carborundum in the electric furnace was carried to a temperature very much higher than that of its production, decomposition occurred; the silicon portion of the carborundum would be volatilized and the carbon portion would remain as graphite.

"This carbon originally was in the form of ground coke such as is made from bituminous coal, but here I found that after having been associated with silicon in chemical combination, then freed from this association with silicon, it was transformed into one of the other allotropic forms of carbon appearing as graphite.

"The large electric currents with which the carborundum furnace is operated are carried into the furnace by means of carbon conductors or electrodes, and these were originally made in the form of rods composed of coke resulting from the distillation of petroleum, this coke being ground to a powder and mixed with tar as a binder, formed under pressure and heated to a bright heat, decomposing and partially volatilizing the tar. In operating the carborundum furnace, the inner ends of these carbon rods or electrodes were invariably converted into graphite forms of carbon, and this, together with the decomposition of the carborundum and the resultant formation of graphite, caused the taking up of experiments for the development of a commercial method of making graphite.

"The first commercial graphite produced was in the year 1897, when there was manufactured a little more than 162,000 pounds of graphite rods to be used as electrodes in electro-chemical work. These rods were produced by the direct conversion of non-graphitic carbon rods, made from the residue of petroleum, into rods of graphite that were practically pure graphite through and through.

"Simultaneously with the development of the manufacture of graphite electrodes, there was conducted work on the manufacture of graphite in bulk, in the form of grains, powder, etc. The best crude material from which to make graphite was found to be anthracite coal, and this now has become quite a large business. A very large percentage of the dry batteries manufactured in the United States are now filled with this artificially made graphite.

"In the summer of 1906, during an experiment for the production of a product in the electric furnace quite foreign to graphite, there was noticed in the output of the furnace a small amount of a very soft, non-coalescing graphite, which at once was recognized as being of a character that would make it valuable as a lubricating graphite. All of the graphite that had been electrically produced up to that time had been of too hard a nature. Following up the discovery of this small amount of soft, non-coalescing graphite, methods were worked out for the commercial manufacture of this product, using as crude materials the cheaper grades of anthracite coal, and even meeting with success when using the waste from the anthracite coal mines—the large piles of culm to be found in the eastern parts of Pennsylvania. . . .

"This new product, lubricating graphite, has received at the hands of the International Acheson Graphite Co., as a means of indentification, the number '1340,' and by this number it is known today on the markets. The company manufacturing it guarantees it to have a purity of at least 99 per cent., whereas they know and take great care that none shall go one the market that has not a purity of at least 99½ per cent., while the average analysis from the electric furnace runs as high as 99.8 per cent. The small impurity still remaining in this graphite consists of condensed metallic vapors, distributed in particles so fine that they cannot be detected except by powerful microscopes, and producing no injurious effect.

"For lubricating purposes the graphite is reduced to a state of disintegration so fine that 99 per cent. of it will go through the meshes of a sieve having 40,000 meshes per square inch. It can in some cases be used dry, but more generally when mixed with greases of varying consistencies it can be used in ball-bearing races, transmission cases, grease cups, and, in fact, any place where it has been the custom to use plain greases, the grease simply serving the purposes of a carrier. The graphite-grease product is known as 'gredag.'"

The "deflocculation" of the graphite, or its subdivision beyond that attainable by mechanical subdivision, Dr. Acheson explains, was discovered in the fall of 1906, and was made possible by reason of discoveries which he had made a number of years before in relation to clays, when he found that the addition of organic matter, such as straw water or tannin, to the clay enormously increased the plasticity and strength and yielded a subdivision so fine that it would pass through a filter paper and would not settle in water, remaining suspended indefinitely. The familiar Bible story of the Children of Israel using straw in making brick under the instructions of the Egyptians partly was responsible for putting him on the track of the experiments, and the molding clay which resulted from his discoveries is now known commercially as "Egyptianized" clay.

The effect in the case of graphite is not produced by grinding, but is produced by mixing a solution of tannin with the graphite, making it sufficiently fine to pass through the finest of filter paper. The graphite, although weighing two and one-quarter times as much as water, will remain suspended in the latter indefinitely, it being assumed that in thus setting at defiance the law of gravity as it is known when applied to masses, a condition is arrived at where not masses but molecules are being treated.

When the deflocculated graphite is mixed with oil, it is known as "oildag," and in suspension in water it is known as "aquadag," the "-dag" portion of the words being composed of the initial letters of the words "deflocculated Acheson graphite." Four years of experiments and tests in engine lubrication, according to Dr. Acheson, has shown that the use of oildag makes possible a two-thirds reduction in the quantity of lubricating oil for the engine, giving, it is claimed, the additional advantages of prevention of pitting of the valves, prevention of smutting of the spark plugs, freedom from smoke in the exhaust, prevention of wear between the cylinder walls and the piston rings, decreased carbon deposit in the cylinder and practical elimination of the abrasive action of the carbon set free from the oil.

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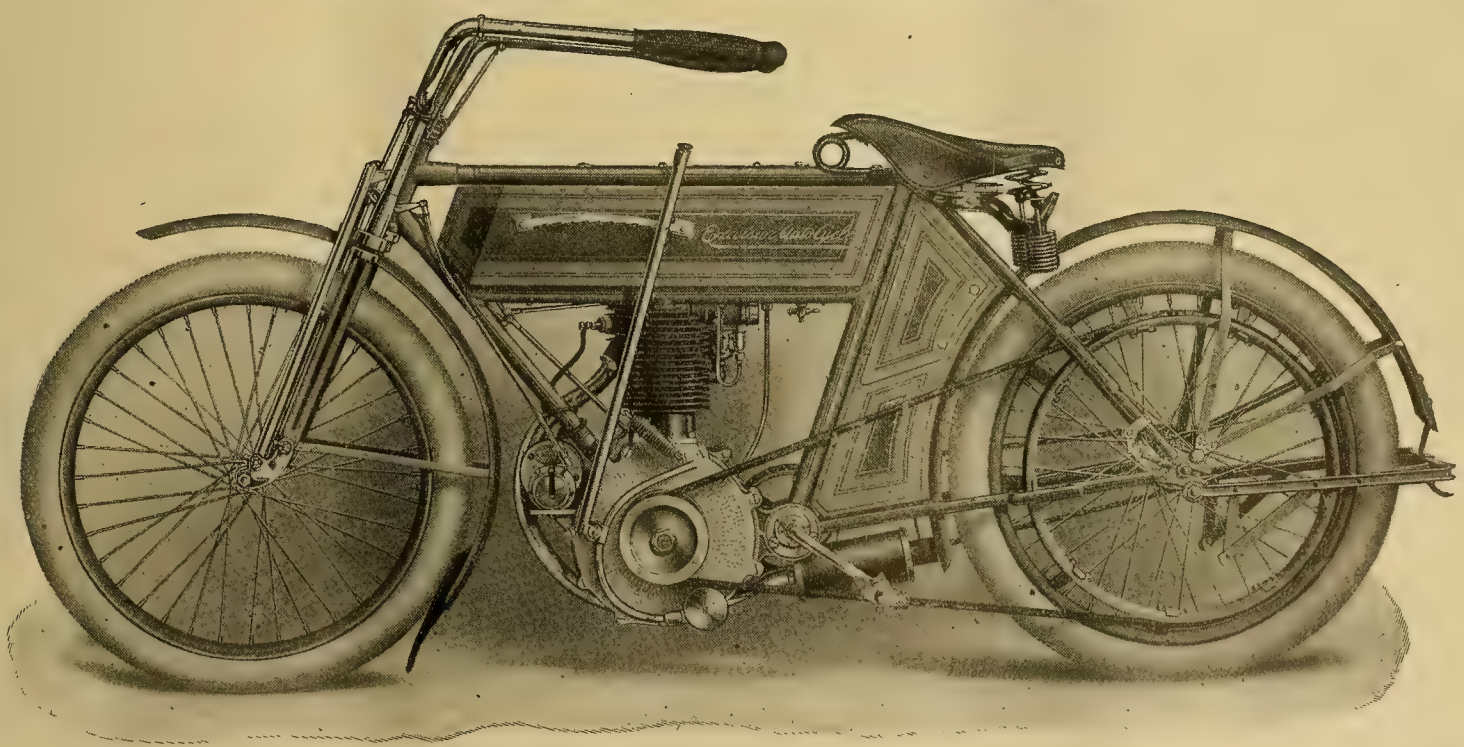
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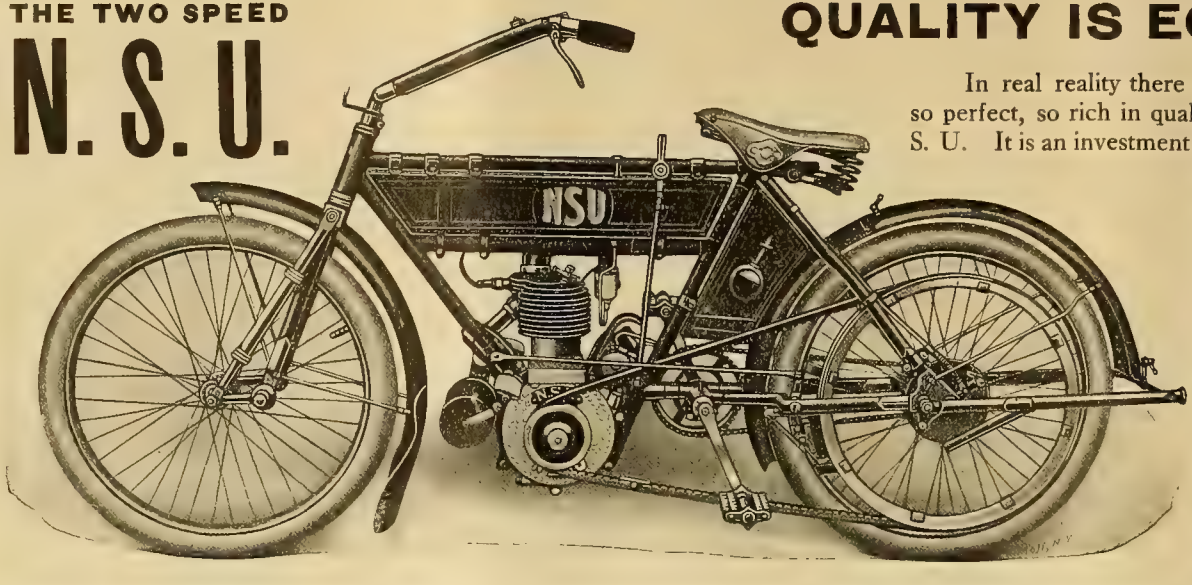
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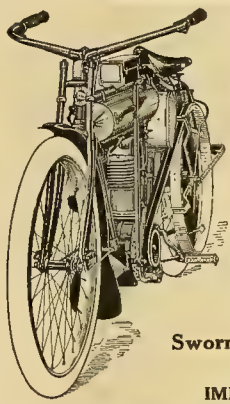
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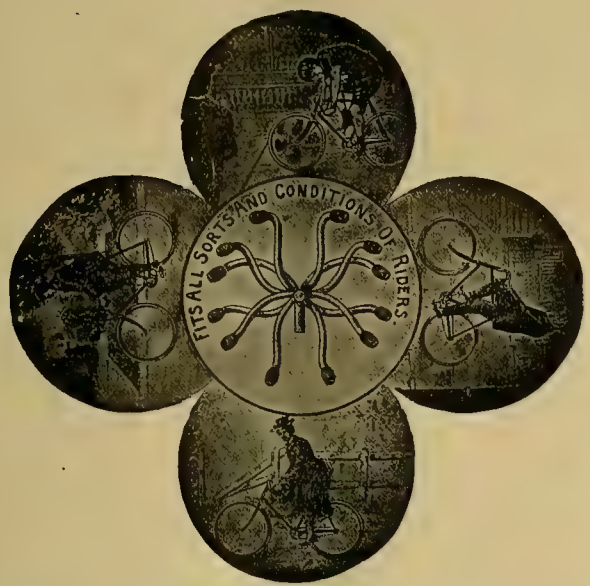


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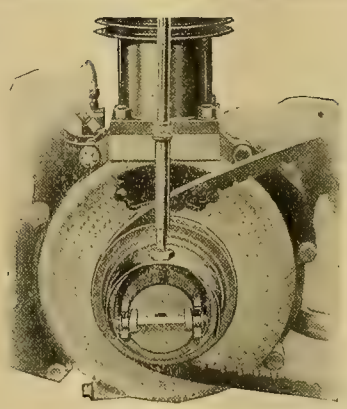
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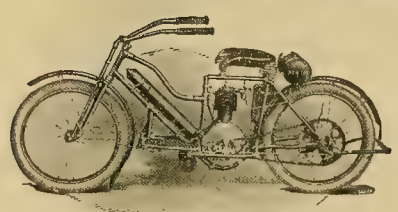
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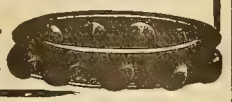
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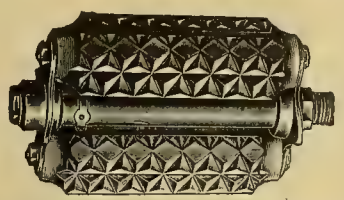
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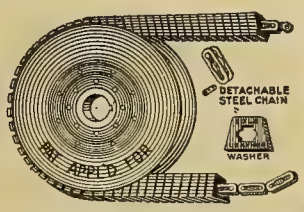
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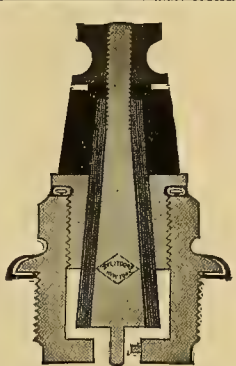
THE TUCKER WOODWORK CO.
SIDNEY, OHIO

Bicycle Wood Rims

Diamond BICYCLE TIRES LEAD
"Users Know"

Special Bicycle Tire Booklet on Request

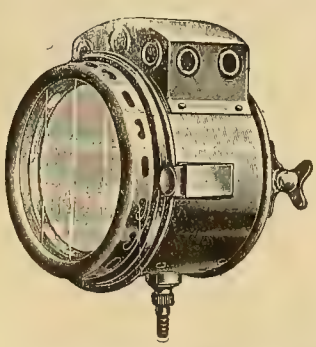
THE DIAMOND RUBBER CO., Akron, Ohio



Six Out of Seven Winners
at the Hawthorne Track, Chicago, on Decoration Day

equipped with the famous

SPLITDORF Motorcycle Plug
C. F. Splitdorf Walton Ave. & 138th St. Branch, 1679 Broadway New York



No. 106—Price each, $3.00

Just What You've Been Longing For

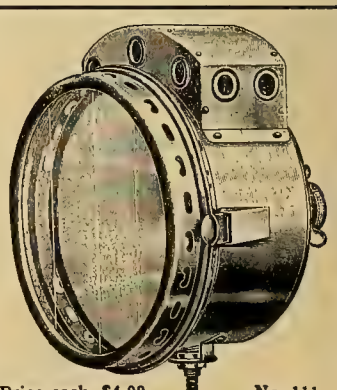
MOTORCYCLE SEARCHLIGHTS
The kind of lamps one can depend on. Well constructed; riveted, not soldered. Fitted with fine mirror lenses and highly polished nickeled interior. Result, a brilliant, far-reaching, white light, surpassing any lamp ever devised for motorcycle use.

TWO SIZES { No. 106—4⅘ inches high; weighs 9 ounces. No. 111—6 inches high; weighs 12 ounces.

We carry everything for the motorcyclist. Dealers should write for our new catalog and trade discounts.

We have an interesting proposition to dealers. Address Dept. B

THE MOTOR CAR EQUIPMENT CO., 55B Warren St., NEW YORK



Price each, $4.00 No. 111

For All Motorcyclists

who desire to increase the

RELIABILITY

of their mounts, time and use have proven that there is nothing so good as

Kokomo Tires



They marked the real beginning of real reliability in motorcycle tires and practically established a new standard. If you have a dependable machine why not have tires to match it?

As for bicycle tires—you all know Kokomos. No manufacturer ever has been quite able to reach their quality. We still hold the formula safe.

Kokomo Rubber Company

KOKOMO, INDIANA

For Nine Years

Thor

COASTER BRAKES

have stood the test of tests in all makes of motorcycles.

¶ They are built by people who know what a motorcycle needs in the way of a coaster brake.

¶ We built it to stand abuse as well as braking the vehicle.

Ask for it in your equipment

AURORA AUTOMATIC MACHINERY COMPANY

Thor Building — LICENSED COASTER BRAKE MANUFACTURERS — Chicago, Ill.

AN UNSOLICITED TESTIMONIAL

as to the value of

G & J TIRES

On May 18th and 19th Mr. Perrin B. Whitney, manager of the "Indian" Branch in Chicago, accompanied by Messrs. Fred Huyck and Harry W. Miller, made the Chicago-Indianapolis round trip.

Mr. Whitney writes under date of May 26th, 1910:

"As almost the entire trip was over muddy and very bad roads we had all kinds of chance for skidding, etc. By using the Bailey G & J Tire we found it possible to ride these roads even when they were very slippery with very satisfactory results. We encountered several thunder showers and for two days were in an almost continual rain from the time we started until night.

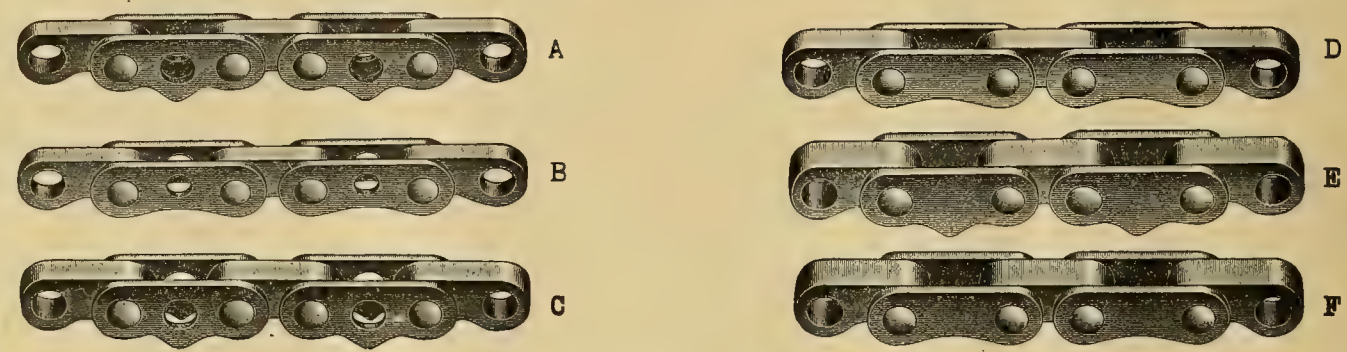
The 1910 G & J Tires are the most satisfactory tires ever constructed. We have had absolutely no replacements to make so far this year, either in casings or tubes, which is certainly a very satisfactory record from every point of view."

G & J TIRE CO.

Indianapolis, Ind.



"Whitney" Chains are made in one of the most modern of American fire-proof factories.



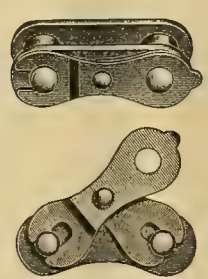
If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE

Our New Roller Chains ⅝" Pitch

For Motorcycles, Etc.



New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains



THE WHITNEY MFG. COMPANY

Hartford, Connecticut

Thor Thor

By the Best Test

IT IS THE BEST

By comparison it is the

MOTORCYCLE SUPREME

Thor IV=$225

The opportunity to secure the 1911 Agency is staring at you.

AURORA AUTOMATIC MACHINERY COMPANY

Thor Building **Chicago, Ill.**

DISTRIBUTORS:

A. FREED, San Francisco, Cal.
J. S. LENG & SONS CO., New York, N. Y.
MOTORCYCLE SPECIALTY CO., Boston, Mass.
FRED WILLIAMS, Denver, Col.
GUS HABICH, Indianapolis, Ind.
McGRAW BROS. CO., Jacksonville, Fla.

Thor Thor

Will you have to replace your motorcycle tires before the end of the season?

Better try Morgan & Wright's and compare the service they give with that you have received from other brands.

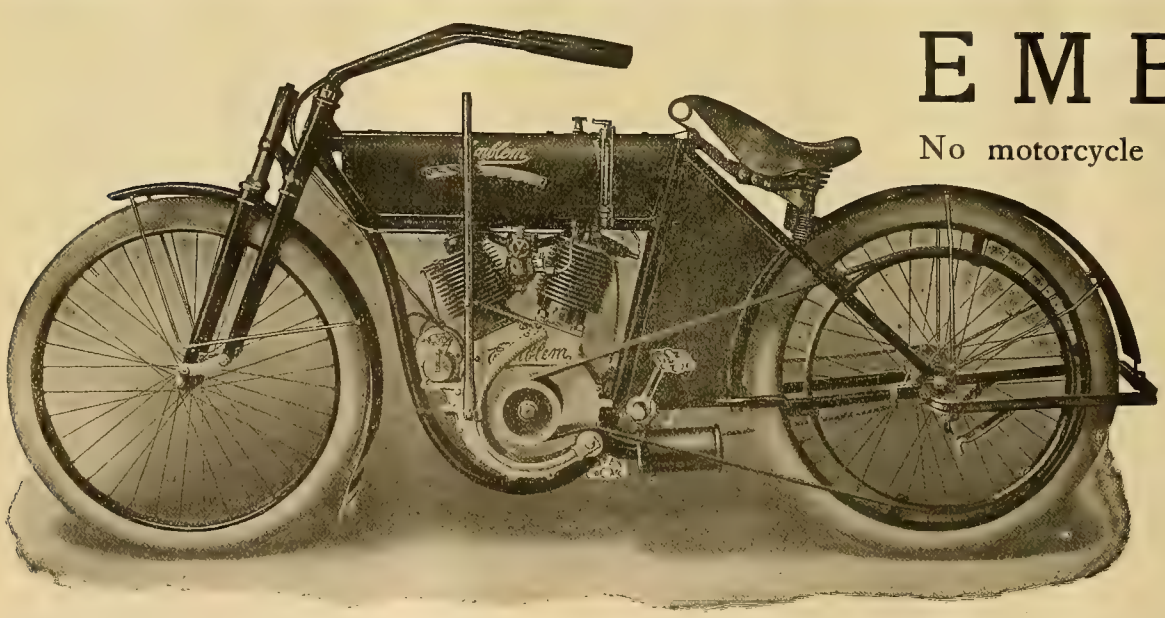
Such a trial will show you why the thousands of motorcyclists this country over who are now using them unanimously declare that—

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT, Detroit

When the Prospective Purchaser Studies

the make-up of the various motorcycles and compares their features he is bound to be impressed by the



EMBLEM

No motorcycle made offers so much value for the money.

Full length triangular reinforced frame; ball bearing engine; large valves; interchangeable ignition system; copper tanks; horizontal saddle post—these are only some of the Emblem features.

4 AND 5 H. P. SINGLES
7 H. P. TWINS

Catalog and Agency Terms on request.

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.

Pittsfield Motorcycle COILS

provide a sure, sharp, hot spark from even a faint primary. No motorcycle service is hard for them, or can lessen their remarkable efficiency.

Supplied with either flat or conical end. The one cylinder, four lead Pittsfield Coil sells for $8.00, and the two cylinder, five lead Pittsfield Coil sells for $9.00.

Pittsfield Spark Coil Co.

DALTON, MASS.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

OVER 600 DEALERS MAKING BIG MONEY



Note the Construction

More than 600 dealers—one to a town in all parts of the country—have *proved* to themselves that they can make *more money* handling Goodyear bicycle tires than ordinary tires.

All these dealers are already doing a big business in the new Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire.

You, too, can do this. You can please *your* customers just as they do by selling a tire that will *save* your customers money—the Pathfinder Non-Skid Extra Heavy—and your satisfied trade will give you more business—send you more business.

Study these noteworthy superiorities of this tire.

Two Extra Layers of Fabric—Special Corrugation

It has all the matchless construction of our regular Pathfinder tire with two extra layers of the closest woven Egyptian fabric possible, and a special corrugation that makes skidding impossible even on rain-wet asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made.

All the fabric used in the Pathfinder Non-Skid Extra Heavy is of the famous Goodyear special closely woven Egyptian kind. A strip one-inch wide has a tensile strength of 150 pounds, while that of common muslin used in ordinary tires is only 40 to 60 pounds.

No "Junk" Rubber in This Tire

Not one ounce of "reclaimed" rubber resurrected from the junk pile—old, worn-out tires, overshoes, etc.,—are used in the Pathfinder Non-Skid Extra Heavy. Nor do we use "Borneo" or "Guayule," such as many ordinary tires are made of.

Every ounce of rubber in a Goodyear Pathfinder Non-Skid Extra Heavy Bicylcle Tire is the finest grade of new Para. The most expensive rubber on the market today. Cheaper grades would cost less—but the tire would not give you service.

Send for a sample section and just examine the cover—you never saw a tougher one. Yet the tire yields and springs in your hands. The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the utmost in wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping. Unlike ordinary tires, it is so constructed that *lasting repairs* can be made easily by either plugs or vulcanization. If we are not represented in your town, grasp your opportunity to make more money—by getting in line with these more than 600 dealers ***who know*** how. Don't delay, but get after this business *now*.

The Goodyear Tire & Rubber Co.

Moal Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 E. Seventh St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.



We offer you

the ideal Saddle for the Speedman—

THE BROOKS B17 CHAMPION

Built of the finest materials obtainable, it has a top exceptionally long with a comparatively narrow back, considerably domed and merging imperceptably into the flaps.

By this design, the perfectly free action of the limbs is absolutely assured, and the risk of chafing and consequent fatigue eliminated.

These are points which every rider will appreciate—points which in conjunction with the name of BROOKS make it an easy seller in every corner of the Globe.

Sole Agents for Motor Saddles, THE HENDEE MANUFACTURING CO., Springfield, Mass.
Sole Agents for Cycle Saddles, BROWN BROS., Ltd., 22-34 Gt. Eastern St., London, E. C.

J. B. BROOKS & CO., Ltd., 73 Criterion Works, BIRMINGHAM, England

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

—

STANDARD RUBBER PEDALS

—

SAGER TOE CLIPS
CYCLE AND MOTORCYCLE TYPES

ALL are necessities; all are ready sellers and in continued demand. All are top-notchers. No stock is complete without them.

■

QUOTATIONS
ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

Saddles, Tool Bags, Handle Bars

TO MANUFACTURERS AND JOBBERS:

BEFORE making Contracts for your 1911 requirements in Saddles, Tool Bags and Handle Bars, write us for particulars and prices on our genuine Wheeler, Garford and Christy Saddles and our superior Tool Bags and Handle Bars. These goods, being made at our Westfield factory, are of "Pope Quality." They are strong factors in determining the selection of bicycles, and as sundries they are large and ready sellers.

Put this reminder in your tickler and let us hear from you when you are ready.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.



See Prest-O-Lite Tank on Cross Bar

You fellows may not like policemen very well, because the chances are they have given you a little trouble when you were doing some speeding on your own account. But you must give them credit for one thing—all their equipment is up-to-date. There is no half way business about that.

That's the reason motorcycle policemen all over the country are having their mounts equipped with

Prest-O-Lite

"Look for the Tank"

It's the light that never fails, always reliable, and always ready for use. A turn of the valve floods the road far ahead with the same light automobiles use.

Better pattern after our friends the police, and get the best.

Price, $10.00. It gives 40 hours of light. When empty, can be exchanged for a new one at any dealer's for 60 cents.

The Prest-O-Lite Company 245 East South Street Indianapolis, Ind.

Branches at New York, Boston, Philadelphia. Pittsburg, Cleveland, Chicago, Detroit, Providence, Minneapolis, Omaha, Dallas, Milwaukee, Los Angeles, Kansas City and San Francisco.

THE MUSSELMAN
Automatic Coaster and Brake



A Child can put it together.

The Brake Without The Side-Arm

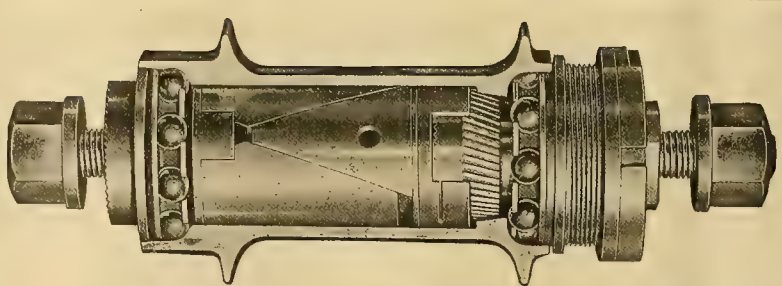
STRONG LIGHT
SMALL POSITIVE
SIMPLE SENSITIVE

The Brake Without The Lock-Washer



"Weighs only 25 ounces."

It's the only genuine automatic coaster brake made; it does its work without the assistance of springs, levers, braces, side arms, etc., and is absolutely free in coasting, positive and sensitive in driving and braking. No clicking or rattling at any time.



Sectional View Showing Arrangements of Parts.

WRITE FOR A DESCRIPTIVE BOOKLET, "THE ARMLESS WONDER."

THE MIAMI CYCLE & MFG. CO., Middletown, O.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED · 1877 ·

Vol. LXI. New York, U. S. A., Saturday, July 23, 1910. No. 18

DENMARK OFFERS OPPORTUNITIES

Virtually a Wheelmen's Paradise, American Consul Declares Large Sales are Possible—Points out the Necessities.

"If American bicycle manufacturers would energetically compete in the Danish markets with the German and English companies, they would find a ready sale for their machines," writes Consul Wallace C. Bond, at Copenhagen, in a report to the Department of Commerce and Labor. "Denmark is virtually a wheelman's paradise; the roads are good; there are practically no grades, and there is an abundance of country inns where cycling parties can be accommodated. There are perhaps more cyclists in Copenhagen, in proportion to its population, than in any other city in the world, the number being estimated at 60,000. Special paths are laid out in many of the main streets of the city and everything possible is done by the local authorities to encourage the use of wheels. The number in service, for both business and pleasure purposes, is increasing. The average price paid for a wheel is about $40.

"American bicycles are sold to only a limited extent, probably because the manufacturers have never pushed their goods here or made any serious attempt to compete with the English and German makers. Proper advertising, proper agencies, and an intelligent campaign for business would probably result in the sale of 10,000 American bicycles a year in Denmark. Leading Danish importers admit the excellence of American machines, but complain that in the past small orders for 100 bicycles which they sent to America were not filled promptly, and they were compelled to wait an unreasonable length of time for their shipments. A little tact on the part of American firms, assurances of future prompt deliveries, and a general conciliatory policy would doubtless revive the trade."

Goodrich to Add Ten Millions.

For the purpose of authorizing an issue of $10,000,000 peferred stock, a meeting of the stockholders of the B. F. Goodrich Co. has been called to occur in Akron, Ohio, on August 24th. The increase will bring the Goodrich capitalization to $20,000,000. It is stated that half of the new issue will be applied to the payment of a stock dividend while the other half will be placed on sale, the proceeds of which will be used for contemplated expansion and to provide additional working capital and thereby prevent the need of borrowing from banks.

Sherman to Join a New Undertaking.

George W. Sherman, the original motorcycle "missionary," who for the past two years has been sales manager for the Aurora Automatic Machinery Co., Chicago, has resigned that office, his resignation taking effect August 1st. It is understood that Sherman is to become prominently identified with what probably will prove to be the largest motorcycle project which yet has been undertaken.

Buffalo Jobbers Buy Big Building.

The Vim Cycle & Hardware Co., Buffalo, N. Y., has purchased the building 137-139 Broadway, in that city, and is preparing to take immediate possession. The structure consists of five stories and basement and will afford the increased room made necessary by the growth of the Vim company's jobbing business.

Goodyear Opens Branch in Seattle.

The Goodyear Tire & Rubber Co. has added still another to its long list of branch houses, the newest one just having been established in Seattle, Wash. It is located at 1532 Broadway.

DEFENDS PATENT PRICE CONTROL

Legal Luminary Would Prove that it is Practicable for Bicycles—Why Coaster Brakes Would be Essential.

The delicate question of whether the tail can be made to wag the dog, in the sense that the selling price of a bicycle can be controlled through the medium of the coaster brake or other patented part or accessory incorporated in it, has aroused the interest of a firm of prominent patent lawyers to such a point as to tempt from them an expression of views which are not without value in presenting further phases of such a plan and in showing its legal plausibility, if it were to be defended in the courts.

They, however, for various reasons are in sympathy with the coaster brake proposal rather than with the views of the ingenious trade commentator who inclined toward economy by using merely a patented lock nut, spoke nipple, pin or other mechanical trifle, with a license from the patentee to govern the price at which the whole bicycle might be sold. The dangers of Federal prosecution which he pointed out, they indicate, constitute one of the chief reasons why, if the dog is to be wagged, he must have a big tail, and the coaster brake, to their minds, more nearly approaches the proper dimensions and is in better proportion than some lesser article would be.

"In making a patent agreement," explained a member of the firm, "it is necessary to exercise care that it really is a patent agreement and not purely a price agreement. But, as has been said by the United States Circuit Court of Appeals—'Within his domain the patentee is czar.' A license from a patentee can therefore stipulate al-

most anything, if it does not conflict with morality or certain great established public rights; and its terms will be sustained by the courts.

"It is well settled by a long line of cases in the Federal courts, including the United States Supreme Court, that provided the provisions of a license agreement are reasonably calculated to increase the sale of the patented article, or to secure a higher royalty to the holder of the patent, or to protect the patented article against infringement, or to protect it by securing its manufacture and distribution in such a manner as to obtain the best results, to promote its successful use, or to maintain its character and reputation, the holder of a patent may impose almost any condition he pleases.

"Neostyles and mimeographs are sold under a patent license, sustained by the courts, that places a restriction on them requiring that they shall be used only with such stencils, paper, ink and other supplies as are supplied by the manufacturers of the machines themselves. The license has been upheld on the ground that to secure the best results from the use of the machines, the holders of the patents have a right to require that the devices should be used only with designated supplies, in order to insure that the supplies shall be those suitable to produce the best results from the machines.

"Similarly, it has been held that the owner of a patent on a shoe fastening machine might provide that such machine should only be used with fasteners procured from him, though such fastener might consist of ordinary commercial wire; such wire, however, for use in the machine being placed upon a special spool or bobbin adapted to the machine.

"Phonographs and talking machines may be sold under condition that the purchaser contracts not to sell them for use except with records procured from the holder of the patent, or at a less price than that fixed by the holder of the patent. All these things go to show that the power of a patent license extends beyond the article or machine which is the subject of the patent, and can control other unpatented articles as well.

"The patent law and the Sherman antitrust law were passed under separate grants of power to Congress in the Constitution of the United States. This has been directly held in Rubber Tire Wheel Co. v. Milwaukee Rubber Works Co., 154 F., 358, and indirectly in a number of cases which hold that violation of the Sherman antitrust act cannot be set up as a defense in infringement suits, as in Motion Pictures Patents Co. v. Laemmle, 178 F., 104, and others.

"Such decisions and the propositions sustained by them, however, are based upon the premise that the agreement is made bona fide to protect the rights given by the patent law. Therefore if the holder of a patent for a lock nut, a name plate, an oil hole cover, a wheel rim or a spoke nipple should enter into an agreement with the licensee, by which he attempted to control the manufacture or sale or price of the whole bicycle, it would tend strongly to show that the agreement was made with an ulterior purpose and not for the purpose of protecting the rights of the holder of the patent.

"With the coaster brake it can be shown that it is a patented article that constitutes an improvement and an essential part of a modern bicycle; that is, cannot be dispensed with without materially depreciating the value of the bicycle, both to the user and as to its price; and that it is something for which no similar device can be substituted or procured. Being something without which it is understood no bicycle today is considered to be complete and for which there is no adequate substitute, the holders of the patents may well impose conditions as to its use, including the price at which the bicycles employing it may be sold.

"Justification of the license terms would be found in the fact that the license assists in maintaining the character and reputation of the device, in effecting its distribution in such a manner as to obtain the best results, to secure to the licensee adequate means to pay the royalty and to insure that the bicycle will be well made of good material in order that it may not injure the reputation of bicycles having the modern coaster brake feature."

To Facilitate Motor Assembling.

When it is necessary frequently to assemble engines, the work of forcing the cylinders down over the packing rings greatly may be facilitated if a set of special clamps are provided for the purpose. Such clamps may be made by bending strips of soft iron, of about the same width as the rings, into circular form with their ends bent out at right angles and threaded for set screws. In use, after the rings are in place, the clamps are put on and the screws drawn up until the rings are forced down a trifle below the surface of the piston. A separate clamp should be used for each ring. As the cylinder is worked slowly down over the piston it will force the clamps over the rings, at the same time causing them to spring into the bore in the proper way. As the piston settles down into place, the clamps will fall off and may be removed by taking out the screws and springing off the rings over the connecting rod.

Vegetable Fibers Woven into Tires.

Tires formed by compounding with pure gum rubber a great number of minute vegetable fibers are projected by a member of a London tire company, according to Consul-General John L. Griffiths. The object in using the vegetable fibers instead of mineral substances such as magnesia, chalk, oxide of zinc, or sulphur, which commonly are used, is to obtain increased tenacity and pliability, at the same time eliminating some of the defects which result from the more common methods of compounding. In the new compound the fibers pass through the rubber much in the same way that silk threads are interwoven in the structure of the paper which is used for bank notes in the United States.

Removing Carbon from Exhaust Pipes.

When cleaning the pistons and cylinder heads of an engine which is badly carbonized it is a good plan to examine the exhaust pipe and muffler carefully, removing from them as much of the accumulated soot as can be reached. The reduction in area of the passages from this cause, together with its effect in retarding the flow of the gases, has a very noticeable influence in cutting down the power of the machine. In the case of chemical decarbonizers, the preparation may be introduced into the exhaust pipe through the exhaust valves. Heavy muffler explosions may follow such an attempt, however, owing to the combustible nature of the decarbonizer, so that due care must be exercised.

Algerians Using More Bicycles.

Local assemblers in Algiers have begun to compete successfully with the French manufacturers. Most of their parts, however, are imported from France, so that the local business, including that in the sale of imported machines, is largely in the hands of the French industry. The use of bicycles in Algeria is increasing, though mainly for utilitarian purposes, cycle touring apparently being on the decline. It may be added that the duty on machines imported from the United States is 250 francs, or $48.25 per 220 pounds.

Cook Files Petition in Bankruptcy.

A. D. Cook, who until about a year ago conducted a motorcycle store at 122 Monroe avenue, Rochester, N. Y., has filed a voluntary petition in bankruptcy. His liabilities are $2,436.05 and his assets $944.29. His largest creditors are the Bank of Hammondsport and the Herring-Curtiss Co. of Hammondsport, N. Y., which latter company also is in the bankruptcy court.

Burglars Pay Robinson a Visit.

Burglars on Friday night of last week entered the store of H. W. Robinson, 152 Moody street, Waltham, Mass., and made off with a slightly used twin Indian, an assortment of parts and several lamps. The stolen Indian, a 1910 model, bears the motor number 21B218.

The Linns "Open Up" in McPherson.

Linn Bros. is the style of a new firm which has opened a bicycle store and repair shop on South Main street, McPherson, Kan. They previously were located in Bridgeport in the same state.

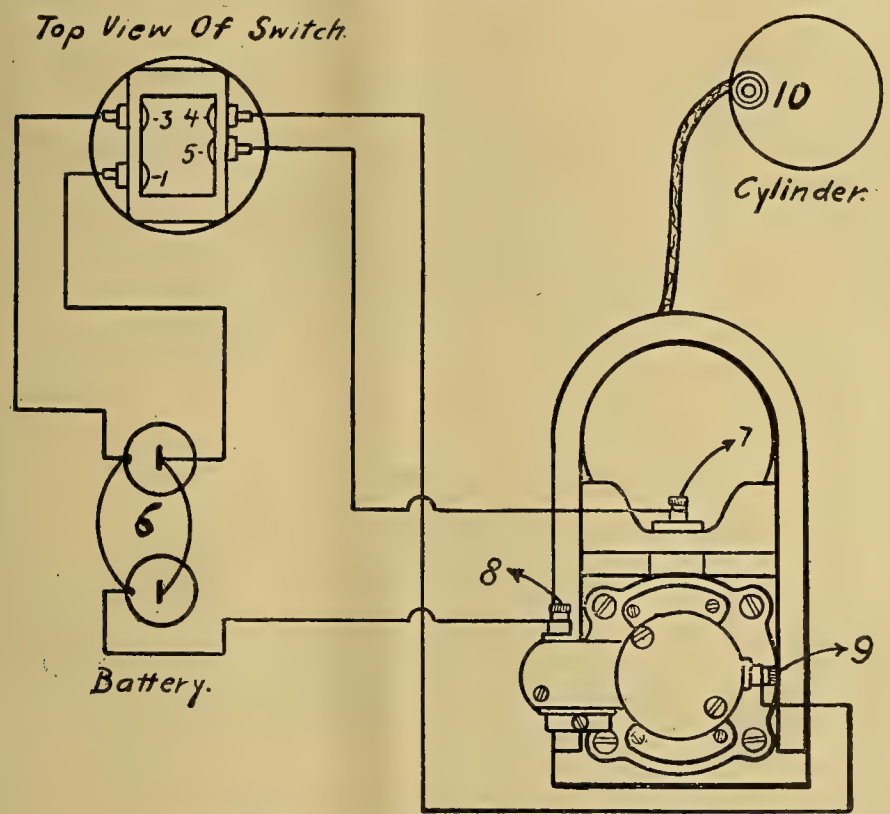
"DUAL" IGNITION REQUIREMENTS

Provisions and Means for Utilizing Either Battery or Magneto Current in One Composite System.

"Dual ignition" is a term which sprang up in the later days of the automobile but which has just begun to find a place in the language of the motorcyclist. Because it readily is to be confused with double ignition its meaning clearly should be understood as well as the purpose it is intended to serve. Both the dual and double ignition systems have come into being partly due to a desire on the part of motorists, whether of the two- or four-wheeled breed, for reliable service; but more because under ordinary circumstances it is easier to start the motor with a battery generated spark than with one generated by the magneto.

With some uncertainty as to the reliable qualities of the magneto, it was natural when first it was introduced for riders to have some hesitation about "burning their bridges behind them" in adopting it. Hence in not a few instances where the magneto was installed on a mount, the old battery and coil system was retained. If two spark plugs were employed, so that the two ignition systems were entirely independent of one another, this was a true double ignition system. If only one plug happened to be used, of course the principle would remain the same, since the two systems would be complete and independent up to the plug or up to a high tension switch which might be introduced to simplify matters.

Seeing the advantages of a double source of sparking current under certain circumstances, electrical experts hastened to improve upon the double ignition idea by simplifying the necessary apparatus. It is, or should be, generally understood that the principles of the common spark coil and transformer part of the magneto are identical. The current generated in the primary windings of the magneto armature plays exactly the same part in inducing the secondary, or sparking, current that the battery current does in inducing the secondary in the spark coil. This point is used to advantage in the construction of the dual ignition system. For, roughly speaking, all that the dual system does is to eliminate the separate spark coil from the double ignition system and to make the transformer part of the magneto perform the work the separate coil otherwise would be called upon to do. In other words, it permits the battery or the armature to supply the primary current for the system according to the inclination of the rider.



PFANSTIEHL DUAL IGNITION WIRING ARRANGEMENT

The better to understand how this result is accomplished, it is necessary to consider for a moment the science of the magneto and the various ways in which it may be applied in producing the little blue flame between the sparking points inside the cylinder. It is understood that, in the commoner forms of magneto, the primary current is generated by the revolution of the armature with its coils of wire within the field of the magnet. This current, like that from the battery, is not of sufficiently high potential, or electrical pressure, to enable it to jump across the gap at the plug under the high pressure of the compression stroke. Therefore means must be employed to raise its pressure.

To "step up," or transform, the primary current it is necessary to employ a set of secondary windings in which a new current of higher potential is induced by the action of the magnetic influence of the primary at the instant of breaking, or interrupting, its flow. One way of doing this is to employ a spark coil, identical in principle with that used with the battery system and mounted separately from the magneto. Another way is to use a special form of coil, so compactly made that it can be tucked inside the arch of the magnet on the magneto itself, thus forming a single ignition unit which composes the entire system outside of the wire and plug. A third way of accomplishing the transformation of the current is to superpose a second set of windings outside the primary turns on the armature, thus in effect concentrating the coil on the armature, leading out the primary current to the contact-breaker at one end and leading out the secondary current at the spark plug at the other. The latter method is that of the true high tension magneto. Where an independent coil is employed, the magneto is said to be of the low tension type, while in cases where a coil is used mounted within the arch of the magneto the term "composite" sometimes is used by way of designation.

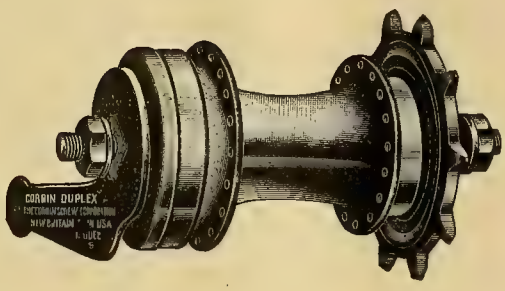
As yet dual ignition is but little known among motorcyclists. Indeed but one system designed especially for motorcycle use is on the market, the Pfanstiehl system, which is intended to be applied in connection with the new magneto which the Pfanstiehl Electrical Laboratories, of Chicago, just have brought out and which was described in last week's Bicycling World.

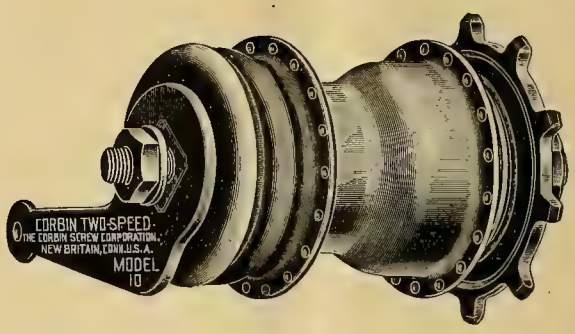
It is evident that in this, as in all dual systems, a great deal depends upon the way in which the wiring arrangements are carried out. In the Pfanstiehl system the principal connecting link is the handlebar switch. The accompanying diagram of the wiring and connections shows how this is made to supply current to the coil which is housed under the arch of the magnet either from the battery or armature, according to the position of the starting plug in the handlebar switch.

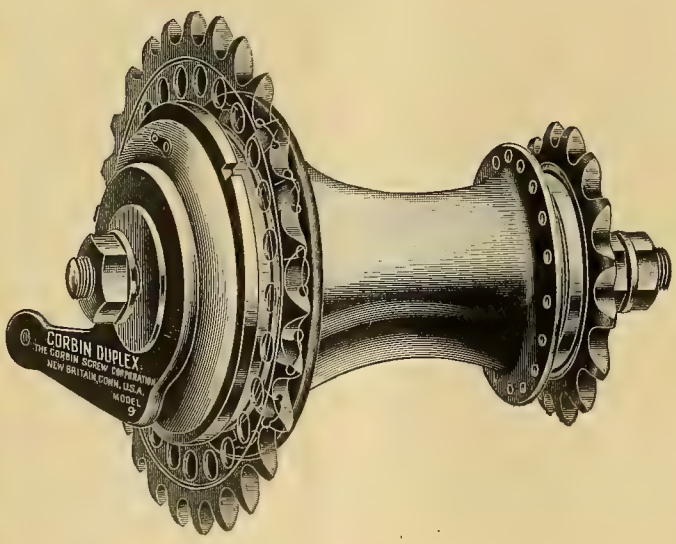
Four wires lead to the switch, and the plug is so constructed that when first inserted in its socket it makes contact with but two of the little springs, to which the wires are connected, while in its second position it makes contact with three of them, leaving the fourth out of engagement. In the first position, the plug closes the contact between points 1 and 5 in the switch. This permits current from the carbon side of the battery 6 to flow to the coil connection at point 7 on the magneto,

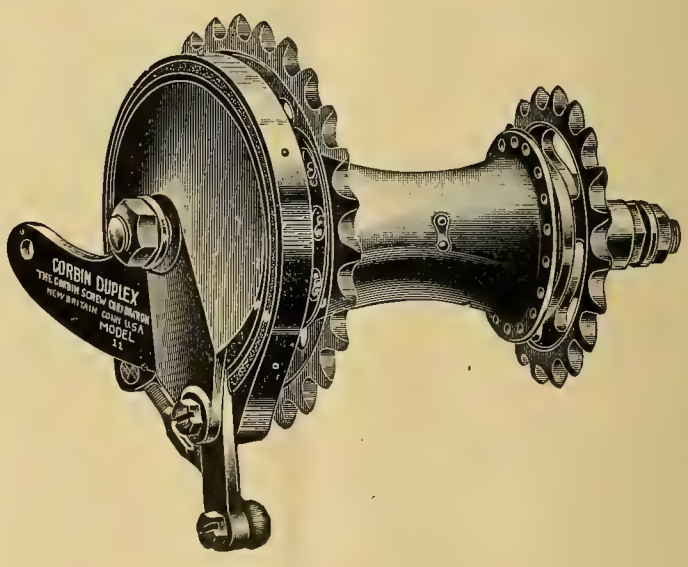
(Continued on page 692)

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"The last number of the Bicycling World and Motorcycle Review failed to arrive. Will you please send it, as I would rather lose a meal than a single copy of the paper."—Roy J. Beckett, Crown City, Ohio.

The Law that Halts Local Taggers.

Now that a wave of aldermanic desire to tax and tag motorcycles is gaining force in New York state, it may be well for motorcyclists residing in "affected" communities to bear in mind Chapter 634 of the laws of New York, which has been in effect since May 23, 1899.

Doubtless most of the ambitious city fathers never heard of it, and a recommendation that it be read doubtless will be all that is necessary to "give pause" to their taxing and tagging inclinations. The chapter referred to is entitled "An act to regulate the use of bicycles, tricycles and similar vehicles and to require uniformity of ordinances affecting the same." It defines exactly what manner of ordinance may be enacted and explicitly states that "no ordinance, by-law or regulation heretofore or hereafter made shall have any force or effect," if it shall infringe the terms of Chapter 634. The right to tax or tag bicycles, tricycles and similar vehicles is not among the rights granted by that act.

By removing motorcycles from the automobile law the legislature of 1903 agreed with the F. A. M., which brought the point to bear, that motorcycles are "similar vehicles," and they since have been so considered, in New York state at any rate.

Judging Men by their Works.

Mr. F. I. Willis will stand for re-election to the presidency of the Federation of American Motorcyclists at the annual meeting next month. Although having repeatedly declared that the office has been a great burden and a great expense, he has made known to some of his intimates that his return to office will be considered a "vindication" or "indorsement" of his present administration.

In preparing the way for this result, one of his good friends has issued a printed circular bearing Mr. Willis's portrait and extolling his virtues, of which there is no doubt he possesses a man's share. There is, in fact, nothing that can be said derogatory to his character or personal integrity. That requires neither vindication nor indorsement. As the members of the F. A. M.—those who ride motorcycles and those who never rode them—are, however, to be asked to "indorse" his administration it is fair to ask what this administration has accomplished for the benefit of motorcyclists.

Will Mr. Willis point out one single thing that his administration has performed that has redounded to the advantage or welfare of motorcyclists? Has his administration performed more than one act that has safeguarded or added a jot or tittle to the rights, privileges, facilities or emoluments of F. A. M. members? Are they to be asked to indorse the president's failure to appoint the committees on legal action, on tours and hotels, on transportation and facilities, on highway improvement and the utter failure to accomplish anything or even to try to accomplish anything in the useful directions indicated by the titles of those committees? Are the members to be asked to indorse the policy of keeping in office a delinquent secretary whose gross lapses created a perfect storm of complaint and dissatisfaction—a secretary whom the president once started to remove and then suddenly halted and who thus was permitted to continue his delinquencies almost to the point of chaos? Are the members to be asked to indorse the policy which made it impossible for the president or any other member to bring charges against the secretary or any other official, the impossibility being due to the president's failure to appoint the several committees the chairmen of which are the judges who try such charges? Are the members to be asked to indorse the comic opera administration of the competition committee, or rather of the chairman thereof, since the other members practically have had no voice in its affairs?

All of these are perfectly proper questions that can be asked and answered without prejudice. We know that Mr. Willis is unusually sensitive and considers anything in the light of criticism as an attack on his administration, but since the matter of indorsement or vindication has been raised it is well that the members of the F. A. M. be informed as to what, not whom, they will be called on to indorse or "vindicate." We do not doubt that Mr. Willis unselfishly devoted time and money to the cause, but it is not a matter of men but of measures and results that is in issue.

If, other than such legislation and privileges and such badges and handbooks as were handed down by previous administrations, there is anything to which the F. A. M. officials can point when the old question, What did I get for my dollar? is asked by the members, by all means let us have the answer to it. The members who select the new administration then will know what—not whom—they are voting for. They can judge the man by his works and know what manner of results they reasonably may expect during the ensuing year.

If Mr. P. R. Ruder is, as he says, the F. A. M. representative in Salt Lake City, the organization will add to its strength and repute by teaching him that unqualified loyalty is the first requisite of such representation. Any man who does not know how to respect an alliance existing between two governing bodies and who gives utterance to the sentiment, "As a last resort we can break away from the F. A. M. and do as we please," should be set down so hard and so quickly that it will serve as an object lesson to all others who entertain such false and disloyal notions. It appears quite plain that Mr. Ruder is more loyal to his job as a track manager than he is to the F. A. M. Incidentally, Ruder's case vividly illustrates the doubtful beauties of appointing as official referees or representatives men who are actuated by pecuniary self-interest and are chiefly concerned with gate receipts.

"DUAL" IGNITION REQUIREMENTS

(Continued from page 689.)

whence it passes through the windings and reaches the contact-breaker, where it is interrupted in order to secure the proper inductive effect for the generation of the secondary current. From the contact-breaker it passes through the terminal 8 to the return battery wire which leads to the zinc side of the battery.

When the plug is forced to the bottom of its socket the point 1 in the switch is disconnected, while contact is made between points 3, 4 and 5. The first effect of this is to cut out the battery, since the connection from the carbon side no longer is on contact in the switch. The wire leading from the point 3 of the switch, however, is connected to the zinc terminal of the battery, merely to save wire. It provides a path for the current generated in the armature to flow back to the terminal 8, which affords a connection with the contact-breaker. The effect of the connection thus established is to join the terminals 7, 8 and 9 on the magneto, thus permitting the current from the armature to enter the coil and also affording means of making and breaking contact at the proper time to secure the spark in the cylinder.

It will be seen that with either arrangement the current flows through the primary windings of the coil, where it affects the necessary current transformation and secures a spark at the plug 10 in the regular way. The chief advantages of the system are that it affords a spark of full intensity for starting purposes, irrespective of the rate of revolution of the pedals, and that, in the rare event of armature trouble or loss of magnetization, it affords ample means of getting on without losing time in seeking the cause of the difficulty.

Hartford Police Recover 32 Bicycles.

Following the arrest in Hartford, Conn., of one Harry Careri, who confessed that he and four pals made a business of stealing bicycles and selling them, the police of that city have recovered from surrounding towns no less than 32 machines. Ten of them have been claimed by their owners but 22 are on hand awaiting claimants. Among them are two Readings with double bar frame, black with green head; Hudson, blue with gold stripe; Crusader, gray; Barnes, blue, with red head; Franklin, almost new, black; Pierce Arrow, dark red; Columbia chainless; New England, black with red head; Hartford, black; and a blue tricycle with no name plate. In addition to Careri, one other of the thieving gang has been arrested and is "doing time" in Bridgeport.

Screwdrivers that Fit the Screws.

It takes some mechanics, whether of the professional or amateur variety, a long time to learn the advantages properly of selecting a screwdriver with regard to the size of the screw it is desired either to set or remove. Not merely is it necessary to have the blade small enough to enter the slot in the screw head. It should be a close fit for the slot and the width of the blade should be approximately equal to the diameter of the head. When the screwdriver is a good fit there is little likelihood of burring up the head of the screw.

Shoots Sparks to Light the Lights.

Of the many devices designed to take the place of matches none is more novel in conception than the Ronson Pist-O-Liter, which just has been placed on the market by the Ronson Specialty Co., Newark, N. J. As the accompanying illustration shows, it takes the form of a pistol; but, however, the resemblance ends there, for this device is of a harmless sort, and while it spits fire from the muzzle there is



no lead behind it. It is intended to make the lighting of lamps on windy nights a certainty, and to assure cyclists and motorists of sufficient lights for a long period its magazine is sufficiently charged to insure at least 5,000 lights. The light is produced by a simple pressure of the thumb.

Yarmouth has Good Bicycle Business.

Last summer more bicycles were sold in Yarmouth, N. S., than during the three previous years put together, and there is reason to believe that there will be a good run of business this summer. United States Consul Alfred J. Fleming, of Yarmouth, is authority for this statement concerning the returning popularity of the bicycle in that part of Canada. Only during the past three years, as he explains, has the cycle business begun to show signs of regaining the strength which it attained during the boom period of a decade ago.

"There are in use in the city between 700 and 800 bicycles," says Consul Fleming in explaining the situation with regard to the market for the American product, "and the six dealers in these goods, four of which are of considerable importance, have extensive repair and rebuilding shops, and have in stock 500 or 600 new machines. In addition, there are in use and in the shops 15 or 20 motorcycles, one-half of which are American-made and cost an average of $175 each, with the duty of 35 per cent. added.

"Formerly the American-made machine was sold here almost exclusively, but the home machines improved in quality, and, as the price was practically the same, less the duty, the tide turned to some extent. American machines are still popular, but the duty has its effect. The average price of the bicycles sold here is about $40, and the 30 per cent. duty makes a $40 machine cost $52. Another factor is a special agreement with and between the manufacturers that a certain special tire can not be sold by American dealers to Canadians, hence all machines, or a very large part of them, imported into Canada come without the tires, which are added here. This tire appears quite popular and has something to do with the sales. The American wheel now sold here is usually of the better grade and is purchased by those who have plenty of money.

"There are in Yarmouth county, in addition to the city, not less than 4,000 bicycles," adds the consul. "One dealer says that during the last few years he has sold 3,000 to the country boys and girls. Wheeling in summer, say eight months in the year, is very popular here; the roads are fine and never muddy, the weather never sultry. A lover of the wheel can enjoy it to the full, and long runs are common."

COMING EVENTS

July 23-August 1, New York City—Century Road Club of America's first annual voyage and tour of the Bermuda Islands.

July 23, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's race meet at mile dirt track; open.

July 24, San Francisco, Cal.—San Francisco Motorcycle Club's annual race meet at Concord track.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

August 8-13, Philadelphia, Pa.—Federation of American Motorcyclists' annual endurance run and meet.

September 11, Valley Stream, N. Y.—Century Road Club Association's annual 100 miles record run; open.

Aluminum Paint to Ward off Rust.

For machines which are to be used for business service in all weathers, it is a good plan to sacrifice appearance for utility and apply a thorough coating of aluminum paint to most of the plated and polished surfaces. If the spokes and hubs are treated in this way they will be protected from rust and therefore will last much longer than if allowed to remain untouched. Before applying the paint, of course, it is essential that the parts be thoroughly cleaned and dried; the least particle of moisture or any specks of dirt which would interefere with the paint would give opportunity for corrosive action to be set up.

RAIN SHORTENS 24 HOURS RACE

Heavy Downpour Interrupts Team Contest at Guttenberg—Goes but 15 Hours—Harlem Pair Victorious.

Rain played hob with the Manhattan Racing Association's first 24 hours motorcycle team race—and incidentally the first of its kind ever staged anywhere—which occurred on the Guttenberg (N. J.) mile track on Saturday and Sunday last, 16th and 17th inst. The downpour was so heavy in fact that the track was rendered unridable and the race was stopped for several hours, and only went 15 hours instead of



KELLOGG AND STURGES

the 24. As a race, the affair was uninteresting. A mile track is too big and motorcycles too small to permit of much of a picture of many thrills, and the sight of straggling riders going around and around for hours does little to warm the blood of the spectator.

Leading their nearest rivals by 33 miles at the finish, L. H. Guterman and Ferdinand Mercier, riding Indians and representing the Harlem Motorcycle Club of New York, finished first in the long grind with 666 miles to their credit. Second honors were taken by Frank Seery and William H. Robinson, also astride Indians, and riding for the New York Motorcycle Club. They rolled up 633 miles, and in addition captured the special prize offered for the team making the greatest number of miles in any hour, reeling off on two separate occasions



MERCIER AND GUTERMAN



LYON AND CHAPPLE

53 miles in 60 minutes. After being handicapped for several hours in the early stages of the contest, the Seery-Robinson pair made a brilliant but unsuccessful effort toward the finish to annex first place by covering 260 miles in the last five hours. The Excelsior team, Kellogg and Sturges, finished third with 617 miles, and also won the prize offered for the most consistent running, being off the track less than any other team. Chapple and Lyon, the Merkel pair, were fourth with 609 miles, and the last surviving team was Hubschmidt and Wennstroem on Indians, and also representing the Harlem club. Their total was 571 miles.

Of the nine teams which started four quit on account of mechanical troubles. The first elimination came in the fourth hour, when Wood and Harry, the R. S. combination, withdrew after having covered 92 miles. This was the baby team,



VOELKER AND STUBNER

being mounted on 2¼ horsepower machines, and of course it never was dangerous. The eleventh hour saw another break in the field, when Campana and Cocchi, the Peugeot team, threw up the sponge after having negotiated 363 miles. They were followed two hours later by Voelker and Stubner, the N. S. U. combination, who cried enough at 522 miles. The last to quit were Hart and Swain, the other R. S. team, who hoisted the white flag almost within sight of the goal in the 14th hour. They

SUMMARY OF TEAM RACE ON GUTTENBERG (N. J.) TRACK, JULY 16TH AND 17TH.

		Hours.															Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Miles
L. H. Guterman Ferdinand Mercier	Indian, Harlem M. C.	46	46	43	27	43	48	43	34	46	42	49	52	51	52	44	666
Frank Seery W. H. Robinson	Indian, N. Y. M. C.	42	43	33	10	26	37	47	38	50	47	51	53	51	53	52	633
S. T. Kellogg Shelton Sturges	Excelsior	43	40	40	38	40	40	42	30	40	39	44	45	45	45	46	617
A. G. Chapple H. B. Lyon	Merkel, N. Y. M. C.	41	47	42	38	42	41	33	13	27	37	50	51	50	47	50	609
W. P. Hubschmidt R. T. Wennstroem	Indian, Harlem M. C.	46	42	32	25	34	45	43	33	47	36	48	46	37	35	22	571
Frank Hart Edward Swain	R. S.	49	49	45	32	42	46	47	33	46	46	52	51	50	16	Out	604
Fred Voelker W. F. Stubner	N. S. U.	44	42	41	33	42	45	42	33	40	39	46	43	32	Out		522
L. Campana A. Cocchi	Peugeot	38	42	37	5	35	39	42	32	36	34	23	Out				363
Clayton Wood Lester Harry	R. S.	30	28	27	7	Out											92

set the field a merry pace in the early stages and kept it up almost continuously, having piled up 604 miles when they retired.

Less than 500 people were present when the race was started at 4:40 Saturday afternoon, at which time clouds already had gathered. Robinson and Chapple were the first away, and immediately set a sizzling pace, the former leading the first time around. Hart soon gave notice that he wanted to be the bell weather sheep, and after a hot brush with Robinson he achieved his desire. Chapple was the first to run into trouble which sent him to his stall, a tire flattening in the seventh mile. At 10 miles Hart led Robinson by a quarter lap and soon after the latter withdrew with a broken piston, which kept him off the track several hours. For a time this team had no representative riding, but finally, after losing a few miles, Seery went on and rode for several hours without relief, while Robinson's machine was being repaired, it being necessary to send to New York for parts. Hart led at the end of the first hour with 49 miles.



ONE OF THE FEW EXCITING MOMENTS IN THE 24 HOURS RACE

The skies began to weep softly about 7 o'clock, and the drizzle, while welcome as a dust layer, was very uncomfortable for the riders, but the race continued without interruption and the storm ceased temporarily in about an hour. Guterman had a sensational spill near the stand in the early part of the race, when a tire rolled off and he turned a somersault. He escaped injury, but the machine was temporarily put out of commission. Beyond frequent reliefs and efforts to gain a lap there was nothing very exciting until shortly before midnight, when a tongue of flame leaped up near the north end of the stalls where the gasolene was stored. A barrel of the fluid had caught fire and was blazing fiercely. There was much excitement and all hands except the riders and checkers constituted themselves a volunteer fire brigade. Shovels were brought and dirt thrown on the blaze, but it proved a stubborn one, and at times threatened to destroy the stalls and sleeping quarters, but finally it was subdued. A member of the association stated that the fire was started for spite by one of a party of roughs and hoboes who had been ejected from the sleeping tent where they had invited themselves to have a snooze on the cots set aside for the riders.

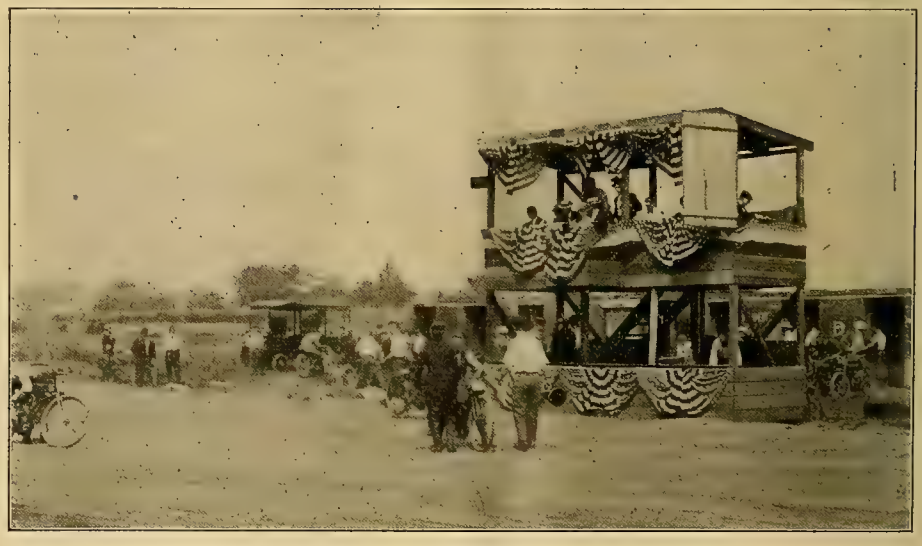
Later the riders were given another scare when some horses in a pasture near by wandered on the track, and again when a log was found lying near the pole on the backstretch in a dark spot. This also was laid at the door of the uninvited guests in the sleeping tents.

Rain again unpleasantly relieved the monotony of the race shortly after 2 o'clock Sunday morning, and this time old J. P. opened wide the faucets and soon flooded the track, requiring the race to be stopped. The stalls and stands also were soaked inside and out, the water pouring through the holes and seams as if they were sieves. The occupants were drenched, and the gasolene, tools, parts, and machines also were affected. In fact the only shelter which really was dry inside was the clubhouse where liquid cheer is dispensed.

The lighting, which was done by calcium tanks placed around the track, was very inadequate, especially on the turns where the riders had to slow down to avoid crashing into the outer fences.

So heavy was the rain that although it ceased before 7 o'clock Sunday morning the track did not dry out sufficiently to permit the race to be resumed until after 11 o'clock, and then it was decided to make the contest a 15 hours event and stop at 4:40 p. m. Less than 1,000 people were present for the finish Sunday afternoon, and one reason why larger crowds were not attracted is that a mile track is too large for such a contest, the riders not passing the stands frequently enough to provide sufficient action to satisfy the spectators. If held on a three or four lap track, the riders would be in sight all the time and consequently better hold the interest of the spectators.

According to a clause in the entry blank providing for a prorata reduction in the prizes in case the race did not go the full distance, the prize winners will receive 15-24ths of the full amount. The original prizes were as follows: First, $140; second, $90; third, $50; fourth, $30; fifth, $30; sixth, $30; seventh, $30. Hour prize, $50. Consistency, $50.



THE OFFICIALS' STAND; CONTESTANTS' STALLS IN REAR

No just criticism can be made of the management's treatment of the riders, for no entry fee was required, and food and lodging was furnished gratis; also gasolene, oil and tires.

Previous to the start of the 24 hours race a preliminary event was run. John Cox, riding a Merkel from scratch, captured a 5 miles handicap in easy fashion in 7:34⅘. A. C. Klages, 4 Excelsior (1:05), was second, and Andrew Brazenor, Thor (1:00), came in third. The other curtain raisers were postponed until later.

HOOSIERS RACE AT TERRE HAUTE

Indianapolitans Appear in Force but a Local Speedster Gives them Good Battle—Baker the Fastest Invader.

Carrying out their expressed intentions, Indianapolis riders made a killing at the Terre Haute (Ind.) Motorcycle Club's meet, postponed from July 4th on account of rain, held at the fair grounds track on Sunday, 17th inst. The invaders came in a special car some 50 strong, and captained by Erwin Baker they let escape them few events in which they were eligible. Baker was one of the stars of the afternoon; he brought his Merkel first under the wire three times. However, the local riders did not succumb easily, and Frank Marshall, astride an Indian, proved a particularly hard nut for the visitors to crack. The local pride gathered in three events and was a good second in another.

For a week previous the old four cornered track, which on account of its peculiar contour is particularly difficult to negotiate, was given over to horse racing and this with a heavy rain on Saturday night did not combine to leave it in good condition for motorcycle racing. Sunday morning the track was very muddy but later the sun came out and dried it. Despite the conditions, however, fast time was made, Baker turning a mile in 58 seconds in the time trials. This was by far the best time of the day.

The meeting was marked by a sensational spill in which Marshall was the central figure but he escaped with severe bruises. While swinging around a turn in the fourth mile of the feature, the ten miles open, he skidded and was thrown heavily. After being patched up, however, he pluckily competed in other events. Baker won the race in the fast time of 10:03, Stahl, Excelsior, taking second, and Sink, Thor, third. Threatening weather militated against a large crowd, but those who braved the elements were well repaid by the exciting sport served up.

The summaries:

Five miles, 20 cubic inches and under—Won by F. Marshall, Indian; second, John Merz, Merkel. Time, 7:53.

Ten miles handicap, amateur—Won by F. Marshall, Indian; second, C. Stahl, Excelsior; third, C. Herman, Indian. Time, 11:43⅗.

Unlimited pursuit—Won by E. G. Baker, Merkel; distance, 9⅛ miles. Time, 9:11⅗

Five miles handicap, private owners—Won by F. Laphan, Indian; second, C. Herman, Indian; third, O. Jones, Excelsior. Time, 6:09.

Ten miles open, amateur—Won by E. G. Baker, Merkel; second, C. Stahl, Excelsior; third, J. Sink, Thor. Time, 10:03.

Five miles cup race, Vigo county owners only—Won by F. Marshall, Indian: second, C. Stahl, Excelsior; third, C. Herman, Indian. Time, 2:18.

Mile time trials—E. G. Baker, Merkel, 0:58; F. Marshall, Indian, 1:00; C. Stahl, Excelsior, 1:05.

Five miles consolation—Won by Frank Strong, Excelsior; second, Glenn Lozier, Indian; third, F. A. Stuart, Merkel.

Salt Lake Official with Odd Notions.

P. R. Ruder, manager of the new Salt Lake City motorcycle track, who says he also is the F. A. M. local representative, apparently is the wrong man in the wrong place, so far as the F. A. M. is concerned.

He is quoted as saying that he alone is responsible for the unsanctioned bicycle events which were run at the motordrome, and which have embroiled the bicycle track and the motordrome and caused the N. C. A. to call on the F. A. M. to enforce its suspension of W. E. and T. M. Samuelson and Emil Agraz, the cyclists who offended in the matter. Ruder says he sought permission to have the men ride on his track, and when it was refused he went ahead anyway. He also is possessed of the notion that as the F. A. M. representative he can suspend the motorcyclists who make pace for riders on the bicycle track and thereby stop motorpaced races and, finally, the Salt Lake Telegram quotes Ruder as declaring that "as a last resort we can break away from the F. A. M. and let anyone race on our track who wants to race on it."

California at F. A. M. National Meet.

For the first time since its initial meeting, California will be represented at a national meet of the Federation of American Motorcyclists. W. G. Collins, president of the San Francisco Motorcycle Club, will be present in that capacity at the meet in Philadelphia next month. At the business session he will nominate A. W. Green, secretary of the club, for the vice-presidency of the Pacific district, and as Los Angeles has monopolized all of the offices for the past several years, the San Franciscans believe it is time their existence and claims were recognized. Collins personally is a good all around clubman, in the chair or on road or track, and in addition to urging Green's candidacy, he will compete both in the F. A. M. endurance contest and in the national championships.

Syracuse Now Seeks to Tag Motorcycles.

Like its near neighbor, Auburn, the city of Syracuse, N. Y., is aiming to tax and tag motorcycles, despite lack of authority to do so. The Syracuse aldermen have not yet agreed on the amount, but $2.50 appears to be the most favored sum. Some of the city fathers also believe in the enactment of an ordinance prohibiting the carrying of women or other passengers on tandem attachments, but are hardly likely to do anything more than talk about it.

76 CYCLISTS SAIL FOR BERMUDA

Century Road Club's Tour Attracts Large Party—How the Week will be Spent at Sea and on Land.

With 76 passengers, many of them women, the Century Road Club of America's first annual cruise to and tour of the Bermuda Islands, which will start this morning, 23rd inst., from Pier 56, North River, is the most successful tour that has been projected in America during recent years. That so many persons would be attracted by the club's initial attempt to promote so pretentious a tour was a surprise even to the promoters.

The party will embark on the 6,000-tons steamship "Trent" at 10 a. m., and with fair sailing should reach Bermuda early Monday morning. Five days will be spent there, which will bring the party back to New York City on Monday, August 1st.

Not only will there be plenty to interest the tourists while en route to Bermuda, such as a dance tonight and a drawing, by which the holder of the winning ticket will be the guest of the club, but the five days in Bermuda will be replete with pleasureable doings.

There is no set program for Monday, the day the tourists arrive, but on Tuesday morning there will be a ride to Spanish Point and sea bathing at that place, and in the afternoon of the same day a tour to Gibbs Hill Lighthouse, over a magnificently picturesque road.

Wednesday, July 27th, has been designated as "Sports Carnival Day," and this feature of the tour has aroused great interest among Bermudians as well as the tourists. The first event, at 11 a. m., will be a swimming race. At 2 p. m., a 5 miles handicap bicycle road race, in two trial heats and a final, will be held over the Flatts Village-Government Hill course. This will be followed by a 100 yards dash, 1 mile run and a baseball game between the Century Road Club of America and the Bermuda nine. The first prize in the bicycle race and the award for the winning team in the baseball game will be beautiful tankards, suitably inscribed, designed by Gorham. In the other events pretty gold, silver and bronze medals will be given in each race. The medals, which were designed and executed by Popper and displayed in New York this week, are quite the neatest that have been seen for some time. All the prizes were donated by the Royal Mail Steam Packet Co.

On Thursday, July 28th, the tourists will ride to St. Georges and visit the famous Crystal Cave and the Devil's Hole, and the itinerary for Saturday includes a steamer ride to the aquarium and the sea gardens. In addition to this set schedule, it is intimated that the different clubs in Bermuda

have several surprises in store for the tourists. The Hamilton Cricket Club has arranged for a band concert on Tuesday night and the Dinghy Club will entertain the visitors on Wednesday evening. The list of tourists follows:

Adrian P. Bastide, E. C. Bamberger, David E. Bergen, George Bieregel, C. B. Conyers, Archibald DeHart, Ralph Derbyshire, J. A. Desmond, J. G. Duffy, Thomas Gamble, Herman Geiler, F. W. Gimpel, H. A. Gliesman, E. L. Groff, E. A. Hedges, H. H. Hintze, J. H. Hocking, Horace Hocking, Cyril Hughes, W. J. Johnston, Phillip Kaiser, Charles Walter Kenick, William Kirchner, Clarence Lake, J. R. Lester, Farrall Lonard, A. J. McRae, P. S. Mooney, William P. Murdy, W. S. Newhouse, Chas. O'Connor, G. Phillips, J. M. Power, W. Robertson, E. C. Robinson, T. C. Ruekert, Charles Scherholz, Alfred H. Seeley, E. J. Sheehan, E. A. Sheldon, R. P. Silbernagel, L. S. Smith, Samuel Spencer, J. Stuart, Frank Libbey Valiant, E. T. Valliant, W. C. Wallis, Louis Warner, A. C. Weil, R. G. Westervelt, Walter H. Whitty and J. S. Wood.

Miss E. S. Brennan, Miss Lillian Brennan, Miss Burke, Miss Agnes V. Clarke, Miss Helen Cole, Miss Dorothy Conover, Mrs. Conyers, Mrs. Falke, Miss Falke, Miss Helen C. Heed, Mrs. Hocking, Mrs. Johnston, Mrs. Charles Walter Kenick, Miss Marie A. Mahoney, Miss Pierando, Miss M. Powers, Miss Estelle Shaw, Mrs. Smith, Miss L. Trippe, Mrs. F. L. Valiant, Miss Etta Walker, Miss Catherine Walker and Miss Wilson.

Baltimore Adds Another Cycle Club.

The Reading Standard Bicycle Club is the title of the very newest organization in that city of bicycle clubs, Baltimore, Md. It was formed last week and is made up chiefly of messengers in the Western Union Telegraph Co.'s service. The officers are: President, Louis Sigel; secretary, Frank Reynolds; treasurer, J. J. Cuneo, sergeant-at-arms, Charles J. Pogge; lieutenant, John Mitchell, and color-bearer, Benjamin Berkowitz.

CYCLE POLO TEAMS IN ACTION

Long Islanders in Tournament Rivalry at Cedarhurst—Skilful Riding is Displayed in the Contests.

There are many ways of testing the skill and adroitness of the bicyclist, but for downright rough-and-tumble conflict and rapid skirmishing that taxes every muscle of the body to the utmost it would be hard to find the equal of bicycle polo. Although the use of the bicycle on the oblong field by no means is unprecedented, it is something of a novelty for it to be employed in a regular match, played for the sake of the game alone and under the regular rules. Therefore the tournament played between the Rockaway, Meadow Brook and Cedarhurst teams on the field of the Rockaway Hunt Club, at Cedarhurst, Long Island, last week was watched with much interest.

Sometimes trick riders have played exhibition polo on the stage and won the approval of their audiences by their dashing tactics and seemingly amazing manoeuvers But this was real polo—the kind that means bruised shins, broken clubs and sometimes broken heads, too. Furthermore, the boys' team, the Rockaways, won from the Meadow Brook young men players, by a net score of 10 goals to 4; which shows that the four lads know something about riding bicycles besides being keen as terriers in following the ball.

The winning four was composed of William and Tilden Hazard, sons of the famous polo player, and Walter and "Gee" Sterns—none of them over 15 years old. Their mounts were standard safety bicycles and they carried regulation mallets with shortened handles. Each side managed to score 4 goals, but the Rockaway's handicap of 6 goals gave the advantage to the youngsters.

The picture shows a moment of play when the winning team and the Cedarhursts are struggling for goals. Reading from left to right, the players are D. Keller, Cedarhurst; W. Stearns, Rockaway; H. Doran, Cedarhurst; T. Hazard, Rockaway; W. Schmidt and D. Riedal, Cedarhurst. For the moment it looks as though Cedarhurst has the advantage. Schmidt has the ball, with Riedal on guard, while Doran is behind, with Kellar far in the rear mindful of his trust in front of the posts. But Stearns and Hazard are sneaking along toward their own goal ready to take up the play when their teammates get a chance for return play.



SKILFUL WORK IN THE CYCLE POLO GAME AT CEDARHURST, L. I.

More British Scalps for Indians.

Advices from England this week indicate that the Indian is maintaining its reputation abroad. In the Auto Cycle Union's annual six days' trials from Land's End to John O'Groats, July 4th to 9th, inclusive, two Indians, ridden by W. H. Wells and G. Lee Evans, both finished with perfect scores. These were the only Indians which competed, Wells riding a 7 and Evans a 4 with a two speed gear, and the performance of the latter on the steep and tortuous hills evoked much favorable comment. Of the 71 starters, 52 lived to the finish and 21 came through perfect. As usual, the conventional English brands of weather prevailed, the contestants encountering heavy rain and thick dust both on the same day.

Where F. A. M. Entries Should Go.

G. H. Hamilton, 713 North Broad street, Philadelphia, and not Frank Shaw, as previously was stated, is receiving the entries for the F. A. M. national endurance contest, which occurs August 8th, 9th and 10th. The track events, August 12th and 13th, are in charge of W. G. Rhodes, 2210 North Broad street, Philadelphia.

Fines for Indianapolis Speeders.

Threatening to revoke their licenses if they should be arrested again, Judge Collins in an Indianapolis (Ind.) police court last week fined four motorcyclists $10 each for speeding on the streets of the city. Policemen swore that the offenders were going about 30 miles an hour.

GOULETTE "REPEATS" ON KRAMER

Again Outrides the Champion in a Pursuit Race—Fogler Captures the Ten Miles at Newark.

Whatever hopes Frank Kramer may have entertained, on Sunday, 18th inst., at the Newark, N. J., Velodrome, about beating Alf. Goulette, the Australian, in a pursuit race, those hopes began to ooze away shortly after the two men got on the track and began their hard grinding, and the conclusion of the race found the Australian again the victor, after having defeated Kramer in a similar race three weeks ago. Kramer may have been led into a false hope by the fact that Fogler was able to tag the Australian in a pursuit race at Providence, R. I., on the 8th inst., but in that race Goulette was tired before he started, having finished in a sprint race only a few minutes before, while Fogler had "saved" himself by not riding until the pursuit race.

A puncture after 12 laps made necessary a second starting of the Kramer-Goulette event, another event being introduced in the intermission. When they were restarted, Goulette was placed back 5 yards that Kramer had gained, but he quickly made it up. There was little change or advantage until 4½ miles, when Kramer began to show signs of weakening under Goulette's steady pumping. At five miles Goulette had gained 50 yards, and at six miles he could sight his man in the stretches. Another mile of going and he was within 100 yards of the East Orangeman, but the latter kept pulling out of range and preventing the closing of the gap, until repeated sprints by the Australian finally accomplished the trick at 7 miles 3½ laps, in 17 minutes 51 seconds.

With barely two minutes rest, both men entered the 10 miles open, and the bunch attempted to kill them off by making the affair a chain of desperate sprints throughout. In a massed rush on the last turn Hehir gave Kramer a switch that checked the champion, and the driving finish found Fogler over the tape first, followed by John Bedell, Hehir, Kramer, Root, Menus Bedell and Floyd Krebs. The mile amateur went to Herman Kjeldsen, who won sitting up from Chester A. Smith. The latter was disqualified for fouling, and William Pettit took second honors. Two events for Class B professionals gave Joseph Passinger a victory in the quarter mile open, with Jacob Magin second and Fred McCarthy, of Toronto, third, and afforded McCarthy first money in the three miles open, with Joseph Messigal, of Chicago, second, and Magin third. Fred Hill annexed the two mile invitation for Class A riders, closely pursued by John and Menus Bedell. The summaries:

One mile open, amateur—Won by Kjeldsen; second, Pettit. Time, 2:33⅕.

Two miles invitation, professional—Won by Fred Hill; second, J. Bedell; third, M. Bedell; fourth, Anderson; fifth, Krebs. Time, 4:22⅖.

Quarter mile, professional Class B—Won by Passinger; second, Magin; third, McCarthy. Time, 29⅖.

Three miles, professional Class B—Won by McCarthy; second, Messigal; third, Magin. Time, 6:48⅖. Winner of most laps, Reeber.

Unlimited pursuit, professional, Kramer vs. Goulette—Won by Goulette. Time, 17:51; distance, 7 miles 3½ laps.

Ten miles open, professional—Won by Fogler; second, J. Bedell; third, Hehir; fourth, Kramer; fifth, Root; sixth, M. Bedell; seventh, Krebs. Time, 22:16.

Wiley and Jokus Star at New Haven.

George Wiley, the Syracuse "messenger boy," pulled down the plum in the six-cornered fifteen miles motorpaced race that constituted the feature event at New Haven, Conn., on Sunday, 17th inst. In the trial heats Wiley defeated Collins, Vanoni vanquished Carmen, and Peter Drobach sent Frank Galvin to the bench. Drobach did not do much in the final, as the battle chiefly was between Vanoni and Wiley, the latter being kept busy in staving off Vanoni's repeated and lively attacks. At no time was Vanoni able to pass the Syracusan, however, and Wiley was able to finish with a safe lead, with the Italian a respectable second and Drobach a bad third.

The Class B events were meat for Ernest Jokus, who won them both. In the two miles open he was the guide for Martin Ryan, of Newark, and Lloyd Thomas, of San Francisco, showing them the path to the finish line, and in the Australian pursuit race he disposed of Ryan and Willie Coburn, the last to contend against him in the grind.

There will be no more Sunday meets at the Lighthouse track, as a result of a local minister's opposition on the ground that they interfered with his services. Although the authorities declined to interfere, Manager Chapman decided that it would be well not to antagonize the reverend gentleman by continuing to hold Sunday racing in New Haven.

The summaries:

Australian pursuit—First heat—Won by Jokus; time, 2:12⅖. Second heat—Won by Coburn; time, 2:16. Third heat—Won by Ryan; time, 2:11⅕. Final heat won by Jokus; second, Ryan; third, Coburn. Time, 3:45⅕; distance, 1 mile 5 laps.

Fifteen miles motorpaced, professional—Won by Wiley; second, Vanoni; third, Drobach. Time, 23:08⅘.

Two miles, professional—Won by Jokus; second, Ryan; third, Thomas. Time, 4:24⅕.

PROVIDENCE SEES ROUSING RACE

Whirlwind 25 Miles with Kramer the Winner—Class B's Show their Speed Against Time.

In one of those rousing, twenty-five miles sessions, in which there is action every minute, the rapidly growing colony of cycle race enthusiasts at Providence, R. I., were given a treat at Melrose track on the 15th inst., and Frank Kramer emerged an established hero to the local fans. The distance was ground out in well under 55 minutes, and the hot pace was in no small measure due to the plugging of Peter Drobach, who collected the lap money by leading for 25 laps. In the final sprint Kramer was given battle by others of the "fast set," but they could not hold him. Paddy O'Sullivan Hehir, of Australia, uncorked the best sprint among the insurgents, and was at Kramer's elbow over the tape, while John Bedell, Eddie Root, Joe Fogler, Norman Anderson and Menus Bedell arrived in that order before the money gave out.

Chris Scheller found his way to the front in the two miles open for Class B professionals, nosing out Ernest Jokus and Phil Wright in that order. The Class B crowd also were given a chance to show what they could do in a quarter mile time trial. Scheller and Wright made the distance in exactly the same time, 26⅕ seconds, while Jokus required 26⅗ seconds, and J. Eaton, who got fourth honors, needed 27⅕. In the motorcycle pursuit race, Hunter caught Turville in 2 miles 5 laps.

The summaries:

Quarter mile time trials, Class B professionals—Thomas, 27⅖; Hollister, 27⅗; Coburn, 28⅖; Ryan, 27⅖; Jokus, 26⅗; Scheller, 26⅕; Wright, 26⅕; Eaton, 27⅕; McCarthy, 28⅖. First and second, tie between Scheller and Wright; third, Jokus; fourth, Eaton.

Two miles open, professional—Won by Scheller; second, Jokus; third, Wright; fourth, Thomas. Time, 4:30⅖.

Twenty-five miles open, professional—Won by Kramer; second, Hehir; third, John Bedell; fourth, Root; fifth, Fogler; sixth, Anderson; seventh, Menus Bedell. Time, 54:45⅕. Lap winner, Drobach (25).

Five miles motorcycle pursuit—Won by Hunter; second, Turville. Time, 3:26⅕; distance, 2 miles 5 laps.

Poughkeepsie Club Incorporates.

The Poughkeepsie Motorcycle Club has become a membership corporation under the laws of New York. In its "papers," which were filed last week, the objects of the club are stated to be "to promote sane and careful driving and the non-violation of the speed laws and ordinances and to promote good fellowship among motorcyclists and motorcycling in general."

COLLINS TOO STRONG FOR RIVALS

Five of them Vanquished at Newark Night Meet—Miss-and-Out Event Proves a Lively Scramble.

Under the electric lights at the Newark Velodrome, on Wednesday night, 20th inst., Elmer Collins rode his way to first honors in a six-handed motorpaced race at 15 miles, in which the other contenders were Frank Galvin, George Wiley, Carl Vanoni, Clarence Carmen, and Peter Drobach. Three preliminary five miles heats eliminated Galvin, Drobach and Carmen, leaving Collins, Wiley and Vanoni. At eight miles Wiley met bad luck, in smashing his rear wheel, and he lost four laps to both Collins and Vanoni before he could get going again. This disadvantage he was unable to overcome, as Vanoni, in his struggle with Collins, kept the pace sizzling merrily, the conclusion finding Vanoni second and Wiley third.

Anxious to escape being pulled out as the last man over the tape in the miss-and-out pro event, the riders made each round a scramble. Only Edward Root, Joseph Fogler, Frank Kramer and John Bedell survived for the final two laps. In a scorching sprint Fogler pounded in ahead of Bedell and Kramer, with Root fourth.

The mile repechage handicap for Class B professionals was cash in the pocket of Fred McCarthy, of Toronto, with Philip Wright, second; Alfred Triebel, third, and fourth place a tie between Martin Ryan and I. Mishka. With a jump of about 20 yards on the back stretch, Herman Kjeldsen, the Danish youngster, left his brethren in the last half lap toward home, in the mile amateur, and won with ease. Eugene Battaille, of East Orange, was second, and George Pauli, of New York, third. The summaries:

One mile, amateur—Won by Kjeldsen; second, Battaille; third, Pauli. Time, 2:35⅗.

One mile repechage handicap, professional Class B—Won by McCarthy (15); second, Wright (45); third, Triebel (100); fourth, tie between Ryan (45) and Mishka (110). Time, 1:59⅘.

Miss-and-out, professional—Won by Fogler; second, J. Bedell; third, Kramer; fourth, Root; fifth, Halstead; sixth, Krebs. Time, 6:16. Distance, 3 miles.

Six-cornered motorpaced, professional—Won by Collins; second, Vanoni; third, Wiley. Time, 22:30⅘.

Drobach Succumbs to Goulette.

Being something of a plugger himself and a horse for work, Peter Drobach essayed to tackle Alf. Goulette, the Australian, in a pursuit race at New Haven, Conn., on Thursday, 21st inst., and although he did not beat him, he gave Goulette a longer and harder ride than the latter had expected. It took over eight miles of the Australian's wonderful pursuit riding before he could make up the half lap gap that the sturdy Peter tried to maintain between them. Two motor paced races in which Vanoni and Wiley were the victors and two events for Class B riders made up the rest of the program. The summaries:

Unlimited pursuit, professional, Goulette vs. Drobach—Won by Goulette; distance, 8 miles 1½ laps.

One mile handicap, professional Class B—Won by Wright (25); second, Thomas (80); third, Scheller (15). Time, 2:01⅗.

Two miles, professional Class B—Won by McCarthy; second, Jokus; third, Ryan; fourth, Coburn. Time, 4:34⅗.

Five miles motorpaced, professional—Won by Vanoni; second, Carmen; third, Galvin. Time, 8:06⅕.

Twenty miles motorpaced, professional—Won by Wiley; second, Collins. Time, 30:13.



Hutchinson Relents as to Bicycles.

Hutchinson, Kan., will not license and tag bicycles, after all. The proposal to do so aroused such a storm of protest that the mayor, despite previous avowals, made haste to declare that it was "all a joke"—ha-ha!—and that the suggestion never was seriously entertained. The "joke," however, did not apply to motorcycles. They will be taxed and tagged in highly approved fashion.

El Paso to Regulate Motorcycles.

El Paso, Tex., has "caught the fever" that is spreading and has passed an ordinance relating to motorcycles. The many complaints against motorcyclists for speeding on the paved streets are said to have been wholly responsible for the new ordinance.

AUSTRALIAN RACERS' REBELLION

Charging that L. V. W. is "One-Man Show," Professional Riders Break Away—New Body of Doubtful Stability.

After several years of restlessness Australian racing men have seceded from the League of Victorian Wheelmen, the sports governing body in the antipodes, and while such a proceeding has been expected for some time, the suddenness of the secession was surprising.

At a meeting held in Melbourne, 150 riders being present, they resolved to have nothing more to do with the League, which they described as a "one-man show." They claim that for a couple of years past the sport has been neglected by the League, except that department which draws revenue from the riders. The riders voted to join a new association—the Victorian Cyclists' Union—and a representative committee was appointed to draw rules and report at a future meeting.

From what transpired at the meeting it seems that prize moneys in many instances had not been available, and for which the League is responsible; also, that the riders cannot get any information concerning the Injured Cyclists' Fund, inaugurated some years ago, and which is supposed to have a considerable surplus. Cyclists have been injured while riding and have applied for relief—granted in some cases—but the money could not be collected from the League secretary. The League nominally is trustee of the fund, which is in nowise a portion of the League's revenue. Not being able to collect the money even after being voted, the riders desire to know something about the fund, and have demanded an accounting.

The Melbourne saucer track, in which many of the League's officials are, or were, interested, saw very little racing last season, and what money was competed for and won has not entirely been paid over as yet, now several months after the racing. The riders naturally do not think such a condition should prevail.

They hope to be able to correct all these new mistakes through the new organization, but whether the sport will take an upward trend remains to be seen. The opinion is, however, that in the absence of any one of importance now being interested in the promotion of bicycle racing, the new body will have an uphill ride.

Why Carl will not Ride for a Time.

Carl Schmidt, of Asbury Park, N. J., will have no use for bicycles for at least 18 months. He stole one and as a result will spend that period in the state reformatory. His unusually heavy sentence was due to the belief that he was responsible for the disappearance of not a few other bicycles.

CROSS-CONTINENT TOUR HALTS

Johnson Collapses and Now in Doctor's Care—Helgeson Heads for Home—Conditions Caused Misfortune.

Fossil, Ore., July 10.—When I last wrote we were in the Oregon desert near Bend; thereafter our progress became slower and slower until finally it ceased here completely. This halt was due not so much to bad roads here as to those of the past, which sapped my strength and wore me out physically.

I have been trying to hold out by taking short rides each day, but nature would not stand the strain and at Antelope I collapsed from the over-exertion and the heat. What I suffered from pain and fever there and at the John Day river I never can tell. In a barn at one place I spent a day writhing on the straw delirious with pain and fever, with the thermometer standing at 98 to 102 degrees in the shade. At the other place I spent a day and a half with the sun even hotter and with less protection and with the fever so raging that in my lucid moments I thought upon my soul I could not possibly stand it and would die before night.

By starting at 5 o'clock in the morning before my fever came up, I managed to ride from the John Day ferry to Fossil, 20 miles, though so weak I could not start the machine alone. Here the doctor informed me that I would not be able to continue my trip in less than a month, and that probably it would be two or three weeks before it would be safe for me to venture to any extent in the sun.

Our distances during the past week were as follows:

Monday—30 miles; 10 miles sand, 10 good, 10 dust.

Tuesday—24 miles; good roads but hilly and rocky.

Wednesday—24 miles; some steep and rocky.

Thursday—13 miles; 6½ down worst hill we have seen.

Friday—About 11 million miles, I guess; no cyclometer.

Saturday—20 miles, to the nearest doctor.

Total for week, 111 miles.

Just before reaching Bend we passed some lava beds. They are interesting in their immensity. For miles volcanic rocks surround the extinct crater, piled up in dykes and ridges with a profusion that is hardly conceivable to the mind. Rough and ragged, these hills and furrows of rock stand, almost impassable by foot except to the most expert climber, and all formed from the rock thrown out by the volcano when in action.

At Bend we left the pines among which we had traveled so long; they were succeeded by juniper, then by cedar and ended in sagebrush. But through all these ran the ubiquitous sand which takes the heart out of the motorcyclist, and especially out of us, loaded as we were with 125 pounds of luggage, which must be lifted and pushed when the machines got stalled. Three hundred miles of this sort of work had taken all the fire and snort out of me long ago and life was beginning to be a burden. My big twin Indian with its magneto and heavy load was as hard to start, it seemed, as a freight train. When I got stalled I had to push for perhaps one-eighth or one-fourth of a mile to find a place solid enough to start upon, and then Helgeson would have to push me until I got going again. This took all our combined strength, and by the time we got the motor firing I was weak enough to fall off the machine, and in no condition to steer it through the sand. We could make progress in the ruts only, and that is a mighty hard job at the rate of speed necessary to develop the power required to force it through the sand. We thought we were doing well when we were able to ride one-half mile without a stop. The engines would not stand much more than that, either, without overheating.

At Prineville we got out of the worst of the sand, and since then have had comparatively solid roads and, I am told, they are solid the rest of the way through the state. In Prineville we found a peculiar condition existing: It was against the law to sell flour and we were unable to buy a spoonful. It seems the miller there who owns all the flour mills owns some water rights which the city was leasing. Some difficulty had arisen over payment for rights and he had served an injunction on the city from using his water. This naturally so seriously inconvenienced the public that the city dads called a mass meeting to consider what should be done. It was found the miller had them on the hip and there was no recourse from the injunction, so in retaliation they passed a resolution to use no more of that miller's flour. As a result the people are living on crackers, corn meal and such flour as they can have shipped from other points. This is sometimes a difficult matter in an inland town off the line of a railroad, and when we were there not a merchant had a pound of flour in stock.

Leaving Prineville at noon we found some dusty roads badly cut up by freighters, and I overdid myself and had a bad spell, and had to give up about 4 o'clock with a high fever and a terrible pain in my back. The next day I had my first tire trouble. Riding so long in the sand with flat tires I had rim-cut my rear casing, and when I struck a patch of rock going down hill where I could not dodge them I cut seven holes in my inner tube. I had to change front and rear tire, which took considerable time.

Coming into Antelope we found a very bad bit of road for about five miles that necessitated lots of pushing and lifting. This exertion brought on my fever again, and when we got ready to leave Antelope I was shaking from a nervous chill so that I was unable to ride. Not wishing to stay in that inhospitable-looking burg, however, I told my partner to ride to a ranch house a mile distant and I would walk and have him come back after my machine. I thought if we could get to where there was a cool place and could find some straw to sleep on I would recover. But the fever and the heat were too much for me and I keeled over by the roadside and lay in the broiling sun until a freight wagon came along and picked me up. They put me in a covered wagon on sacks of grain where it was hotter even than in the sun. It was simply boiling in there with not a breath of air to inhale. I thought I would suffocate before we came to the ranch house. There they put me out and I staggered to the house to ask for shelter from the sun which was cooking my brain. I then was partially delirious, my face was flushed and eyes bloodshot, and the woman of the house thought I was drunk and ordered me off the premises. I was so exhausted I simply laid down on the porch in the shade, and told her I was not drunk but sick, too sick to move and asked her not to turn me away.

"If you don't get out of here at once I will set the dog on you," she retorted.

I told her I could not go, dog or no dog; that I would have to sit a bit. This did not appease her wrath a bit and she called the dog and sicked him on me. The dog had more sense than she did and simply came and licked my face and hands and lay down beside me.

About this time Helgeson came up and after considerable argument convinced the woman that I was neither drunk nor dressed up, and she consented to let us sleep in the barn on the straw, providing we did not build a fire within 100 miles of her place.

"All right; I will do without anything to eat if you will just let him sleep on the straw," agreed Helgeson. But Helgeson has a winning way and before long he came out to the barn with some buttermilk she sent to me and was in the kitchen cooking on her stove and chucking the old lady's three daughters under the chin.

I really believe that buttermilk saved my life. Before it came I was raving like a lunatic, Helgeson said, and he could hardly get me quiet long enough for me to drink it. It had an almost instantaneous effect, and within an hour after I had taken three drinks of it I was sleeping as quietly as a child.

We were then in the desert 40 miles from a railroad and a doctor and knew something must be done. The next morning, therefore, weak as I was, I mounted my machine and tried to continue. We reached the John Day river, 14 miles, and there I collapsed again, and spent the worst day and a half of my life. Between fever, pain

and heat it veritably seemed that I could not live through the day. But the next morning at 5 o'clock my partner helped me on to the motorcycle and started it in the cool of the morning, and I managed to reach Fossil and a doctor and—here I am, hung up for 30 days, he says.

Helgeson could not wait 30 days for me and after staying here three days to see whether I would live or die, he pulled on for the nearest point on the railroad, and will ship from Hepner or Pendleton over the mountains to Bismarck, S. D., and then ride to his home in Minneapolis, where he will discontinue the trip.

I hope to continue my journey to New York by the 10th of August, but must have a free engine attachment on my machine before I attempt it. The Indian I have is a splendid machine, powerful, reliable and strong, but for these roads one must have some means of starting the engine in bad places. With a free engine clutch I can start up anywhere without tearing out my insides pedaling it or pushing to the top of a hill when I get stalled. The machine has power enough to climb any of the hills, but there are places in the rocks and curves where I cannot use the power.

The machine has stood up splendidly. In all of this hard trip from Los Angeles over 1,500 miles of the worst roads in the West, I have had to spend just one dollar for repairs. That was for five spokes broken in the rear wheel. There are a few minor repairs now necessary—oil connections that need soldering, a pedal pin broken, and a nut lost off the hub, but never once has the engine stopped or an accident happened to the frame, though it has turned somersaults and rolled down embankments.

Keeping track of oil and gasolene consumption I find, strange to say, that my 5 horsepower twin uses less gasolene but more cylinder oil than Helgeson's 4 horsepower free-engine single. Helgeson and I would fill our tanks, each holding two gallons, and when the day's run was over I invariably had more gas left than he had. My record shows that I have used four gallons to his five, except on one or two days, when I traveled on the low gear all the time up and down sharp hills where he could make most of them on the high and coast down the other side. But of cylinder oil he used less than two gallons to my three.

H. D. JOHNSON.

Enforcing Lamp Law in Buffalo.

At the first swoop five bicyclists of Buffalo, N. Y., fell victims to a new city ordinance requiring all vehicles to carry a light when passing through Delaware Park, and were arraigned in the City Court. Only one of them, however, was fined, and he was riding a motorcycle on which a light is required everywhere within city limits; the others pleaded ignorance of the existence of such an ordinance and were discharged.

MORE FINE SPORT AT SALT LAKE

Lawson Beats Macfarland, Clarke Equals a Record and Dues Breaks one—Shamateurs Await "Official Notification."

Salt Lake City, July 13.—In the East he is known as "Whiskers," but in Salt Lake he is known as "Spinach," and it was with loud yells of "Spinach" that the fans last night greeted Theodore Devonovitch, upon his being introduced the first time this season. He did not ride, his first appearance being scheduled later, but his chin foliage was displayed to the audience as a promise of good things to come. Next to Devonovitch's appearance, in creating enthusiasm, the match race between Iver Lawson and Floyd Macfarland was the star number.

Lawson evened up a few old scores with lanky "Mac," but it took all of the Lawson sturdiness and the full strength of the Lawson "jump" to do it. In the first heat Lawson jumped early and went around, holding off the Californian in a battle to the tape. In the second heat Macfarland rounded Lawson before the latter woke up, but Lawson came back with a terrific onslaught and won by inches.

With hardly anybody on the middle marks, the limit men in the two miles pro handicap tried to lose the back markers because of the big gap. It took a prodigious pull from Pye, Macfarland and Lawson to deliver Jackie Clarke to the madly tearing bunch in front. Once arrived, however, he took things easy for a lap and a half, and left them by ten lengths in the finishing sprint. Hopper caused a spill in the invitation professional, Walker being knocked insensible, but soon recovering. The summaries:

Three-quarter mile invitation, professional—Won by Keefe; second, Wilcox; third, Burris. Time, 1:38.

Two miles open lap, amateur—Won by Diefenbacher; second, Berryessa; third, Brodbeck; fourth, McNeill. Time, 3:58⅗.

Five miles match motorpaced, DeMara vs. Downing—Won by DeMara in straight heats. Times, 7:41 and 7:45.

Australian pursuit, amateur—Won by Brodbeck; second, Diefenbacher; third, Berryessa; fourth, Wessley. Time, 4:33⅘; distance, 2 miles 1 lap and 60 yards.

Two miles lap handicap, professional—Won by Clarke (scratch); second, Burris (120); third, Carslake (115); fourth, Wilcox (110). Time, 3:46.

One mile match, in heats, professional—Lawson vs. Macfarland—Won by Lawson in straight heats. Time, 1:18⅗ and 1:28⅗.

Salt Lake City, July 16—With Jackie Clarke adding the three miles Western championship to his string, the bewhiskered Devonovitch appearing in a match race, Ray Duer wrecking the record for three miles behind pace, Major Taylor being introduced to the crowd, and the shamateurs putting up two good races, the program at the Salt Palace last night was a real feast for the big gathering of fans that was present. Clarke also did an unpaced mile in 1:52⅖, equaling W. E. Samuelson's old record.

From the gun the lap chasers made things hum in the three miles championship, and just before the bell Pye plowed to the front so fast that he dropped Lawson, who was supposed to be on, and Macfarland with Clarke in tow slipped into the gap he made. After the bell Macfarland began to pull for Clarke for home, and DeMara and Lawson hanging on. Pye was passed with a rush, and Macfarland had such a head of steam that he was obliged to check himself near the tape to give Clarke first position, with DeMara third and Lawson fourth.

Grinning and pumping hard, Devonovitch lost two straight heats and the match with J. E. Achorn. The unshaved Russian, who had been working in the mines in southern Utah, claims that he needs time to get back his "jump." Ray Duer, paced by Whittler, covered three miles in 3:59⅗, breaking Hardy Downing's figure of 4:07. The pro handicap brought Burris, Carslake, DeMara and Dorlon in the money.

Although the six most notorious of the Salt Lake "shamateurs" were turned into the professional fold on Monday, July 11th, by the National Cycling Association's board of control, they nevertheless were permitted to race as amateurs last night, because, as the Salt Lake representative of the N. C. A. explained, he "had not received official notification of the transfer." Consequently Diefenbacher, protected by Brodbeck, was able to take both amateur events, including a two miles handicap and an unknown distance lap race.

The summaries:

One mile handicap, professional—Won by Burris (105); second, Carslake (100); third, DeMara (75); fourth, Dorland (110); Time, 1:45⅗.

One mile time trial—Clarke. Time, 1:53⅗, equalling record.

Two miles handicap, amateur—Won by Diefenbacher (scratch); second, Brodbeck (scratch); third, Berryessa (45); fourth, Huey (75). Time, 4:09⅗.

Three miles motorpaced time trial by Duer—Time, 3:59⅗. Former record, 4:07.

Unlimited pursuit, amateur—Won by Diefenbacher; second, Brodbeck; third, Berryessa; fourth, Gemple. Time, 8:15⅕; distance, 3 miles 6 laps.

Three miles western championship, professional—Won by Clarke; second, Macfarland; third, DeMara; fourth, Lawson. Time, 5:49⅕.

Major Taylor, the negro crack, has arrived in Salt Lake City and started training for the season. He expects to ride his first race there in about two weeks.

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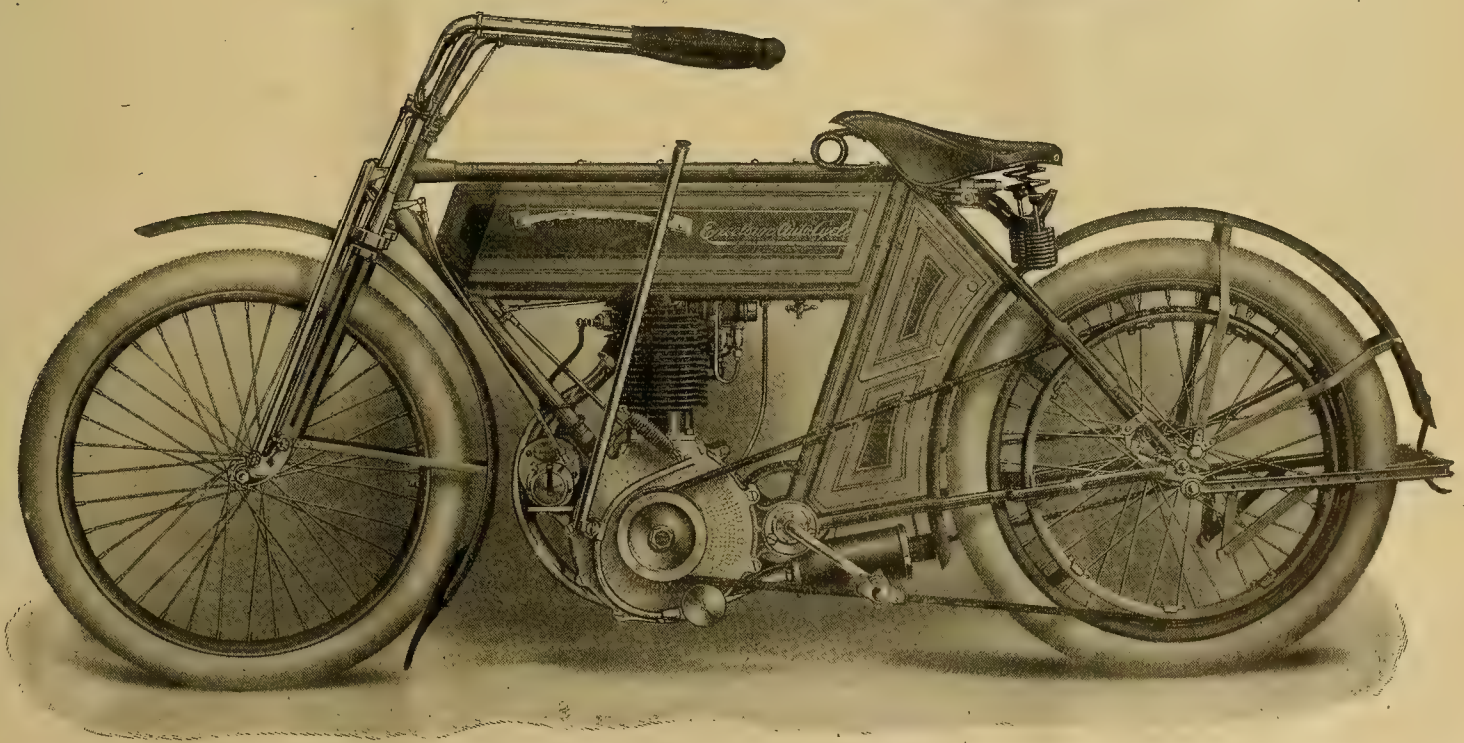
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ACCIDENTS CLAIM SEVEN VICTIMS

Variety in the Causes of the Mishaps—Collisions Responsible for the Greater Number of Cases.

Several fatal cycling accidents marked the past week. One motorcyclist lost his life: A. B. Chubbie, who while riding at high speed at Long Beach, Cal., was thrown when a loose mud guard became entangled in his front wheel and fractured his skull. He died an hour later.

Another motorcyclist, Clyde Weismantle, 18 years old, of Rome, N. Y., was struck by a trolley car going at high speed, and suffered a fractured skull. He was returning from a century run to Sylvan Beach under the auspices of the Rome Motorcycle Club, at about 1 a. m., July 17th, and was crossing the tracks of the Syracuse-Utica railroad at Vernon when the fatal accident occurred.

Frank Westervelt, of Paterson, N. J., was run down by an automobile in his home town. The car came up rapidly behind him, and on hearing its horn, Westervelt turned aside to let it pass. His bicycle, however, swerved to the left and carried him directly in front of the motor car. He suffered a fractured skull and is not expected to recover.

Andrew Rapelyea, seven years old, of Flushing, L. I., also was run down by an automobile, while riding his new bicycle for the first time. Coming down the steep hill in Farrington street, the boy was unable to steer his wheel properly and ran into an approaching motor car. He died in the hospital.

Colliding with a carriage while riding his bicycle on Broad street, Edgewood, R. I., Owen Hill, 10 years old, was seriously injured, one shaft of the carriage puncturing his neck. He will recover.

Lawrence Josephy, a 9 years old boy of Marietta, Ohio, was killed while trying to race a train over a trestle. Not being able to ride his wheel on the trestle, he endeavored to push it over. The train, being on a down grade, could not be stopped in time and passed over him.

Ralph E. Plummer, a pianist from Wooster, Ohio, was killed by a fall from his bicycle while touring in the Austrian Alps.

Taral "Felony" Finally Expunged.

The president of the F. A. M. has agreed with the chairman of the competition committee that after a contest has been declared null and void because of "felonious" acts of the promoters it may rightfully and properly and decently be restored and all sins washed away merely by inscribing "Awarded by the F. A. M." on the reverse of the medals. Accordingly the medals for the Taral trophy contest, promoted by the New York Motorcycle Club and which was responsible for a series of remarkable and amusing situations, have been awarded to the successful competitors. Humor attended the affair to the very end. When the chairman of the competition committee asked the F. A. M. president to uphold his "off again, on again" ruling, the latter official did not lend his approval until he had asked the question suggested by the inscription, i. e., "Will the F. A. M. have to pay for the medals?" When the answer "No" was received, his O. K. promptly followed.

Pope Cyclists in an Outing.

There are many more than 25 members of the Pope Mfg. Co.'s headquarters staff in Hartford who ride bicycles, even if they do not own cycling costumes, and at least once each year they hold a "get-together" run. This year there were 25 on the outing, which occurred on Saturday and led to Rood's cabin—Rood being the same who is an attache of the Pope company's foreign department—which is situated high on the east bank of the Connecticut river at Portland, Conn. Rood, who led the way, had a substantial repast in waiting and after it was disposed of canoeing, baseball and other sports, topped off by a swim, served to make the afternoon pass pleasantly.



POPE CYCLISTS READY TO LEAVE HEADQUARTERS AT HARTFORD

Carey's Accident to Cost an Eye.

Joseph B. Carey, of the San Francisco Motorcycle Club, who was injured by being hit by an automobile on July 4th, will lose the sight of his left eye, but the doctor believes he can save the right eye. Carey's motorcycle was knocked from under him and he was thrown on the speed lever of the car.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

LILIENTHAL LEADS THEM HOME

Captures the 20 Miles Handicap of Long Island Division, C. R. C. A.—Kennedy Gets Time and Second.

For its annual 20 miles handicap road race, the Long Island Division of the Century Road Club Association gathered at Lynnbrook, L. I., on Sunday, 17th inst., the course being from Itjen's hotel, along the Merrick road to Hempstead turnpike and return, the route being covered twice to make the distance. H. Lilienthal, of the C. R. C. A., with 4 minutes handicap, breezed home the winner by a big margin, thereby acquiring a title in fee simple to a new bicycle offered as first prize. Time prize went to Thomas Kennedy, of the Empire City Wheelmen, who with a 2 minute handicap finished second, making the distance in 1:03:20. Third position went to H. Blanda, N. H. W. (3:30). If hard luck honors had been awarded they would have gone to "Pop" Rhodes, of the Empires, who, because of punctures and broken cranks, was obliged to change his mount about half a dozen times, but who nevertheless managed to wind up in eleventh position. Following are the prize winners: First, H. Lilienthal, C. R. C. A. (4:00), 1:03:23⅕; 2, T. Kennedy, E. C. W. (2:00), 1:03:20; 3, H. Blanda, N. H. W. (3:30), 1:04:50⅕; 4, N. Revere, C. R. C. of A. (3:30), 1:04:50⅖; 5, S. Hopewell, E. C. W. (3:30), 1:04:50⅗; 6, H. Brexel, N. H. W. (4:00), 1:05:56⅕; 7, C. Schwesser, Brower W. (2:00), 1:05:11⅘; 8, G. Steinert, C. R. C of A (4:00), 1:10:44⅖; 9, S. Olson, C. R. C. of A. (4:30), 1:11:14⅗; 10, G. Davis, Glunz W. (6:00), 1;13.59⅕; 11, A. E. Rhodes, E. C. W. (3:30), 1:12:00⅕; 12, F. Tromontawo, N. H. W. (3:30), 1:12:57; 13, E. Hunt, Atlas (6:00), 1:14:27⅖.

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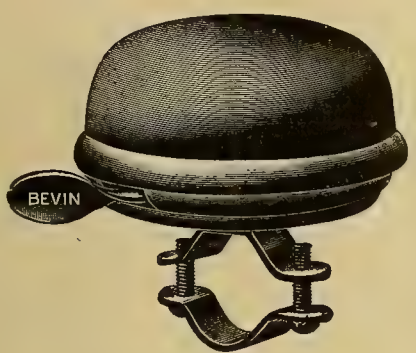
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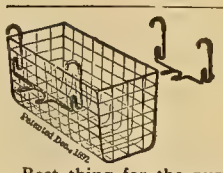
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Emile Friol is the 1910 professional sprint champion of France and Emile Georget, well known in America because of his participation in six days races is the professional road champion of that country, these titles having been decided on Sunday, May 8th. Friol's victory was accomplished at the Palace of Sports, Paris, and this will be his fourth time as title holder. In the semi-final heats Auffrany Devoissoux, Comes, Martin, Hourlier and Pouchois were shut out, leaving Delage, Dupre and Friol to contest the final, which Friol won by a wheel's width from Dupre, Delage trailing by two lengths. The 100 kiolmeters road championship was held near Versailles, and Georget won in 2 hours 55 minutes 4⅘ seconds. Brocco, the Italian crack, was 32 seconds behind and Petit-Breton, the six days "bear cat," was about 7 minutes back of the Italian.



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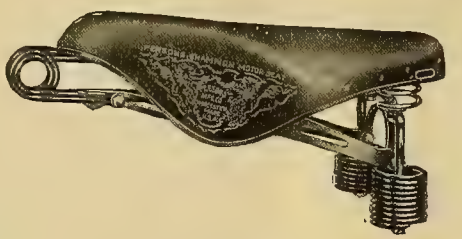
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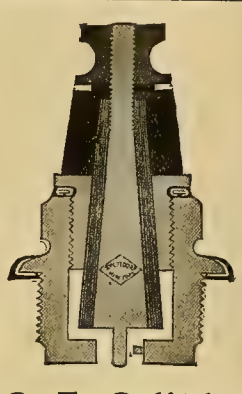


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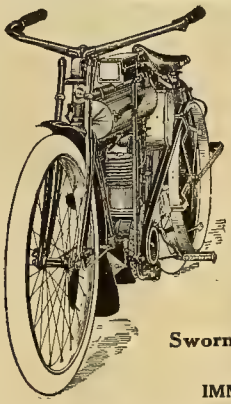


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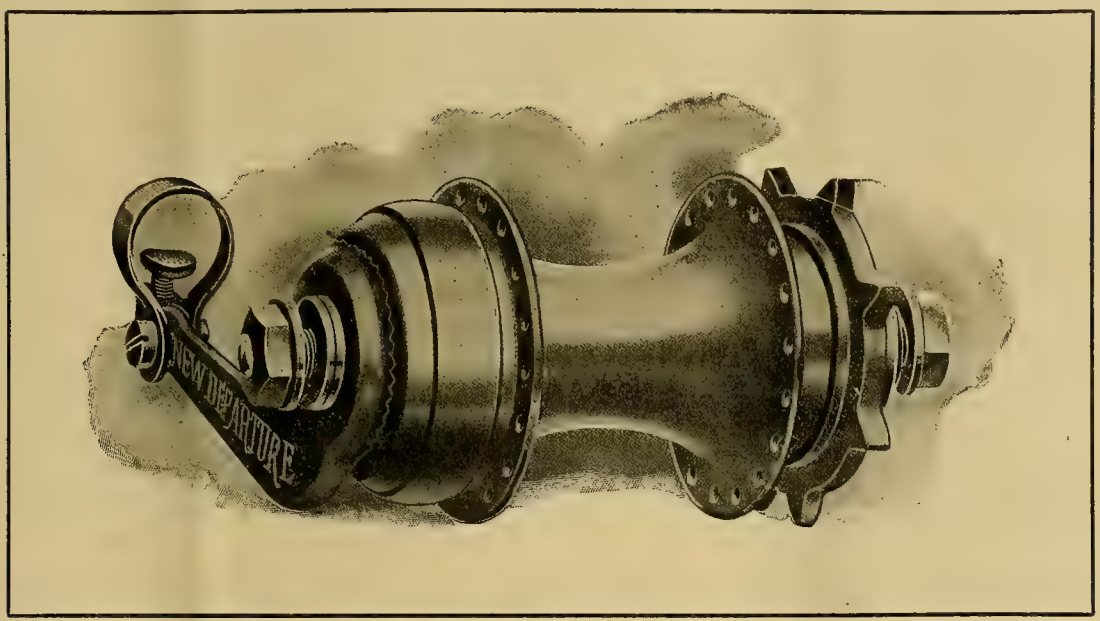
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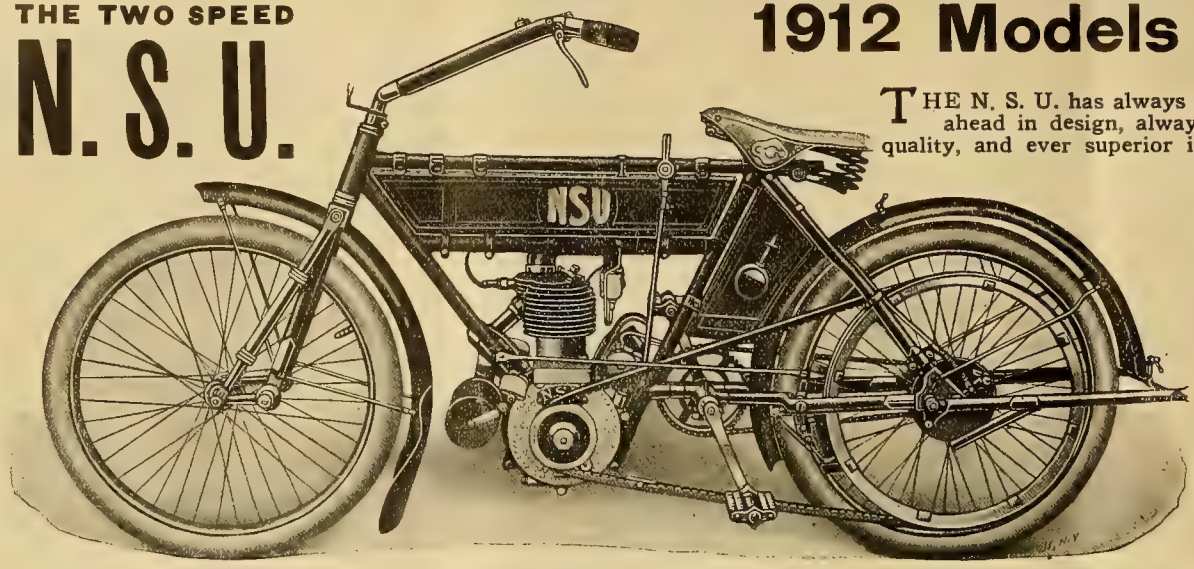
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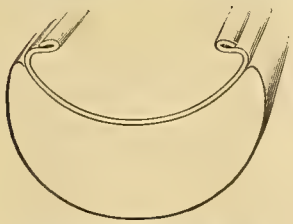
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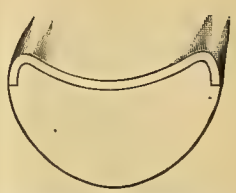
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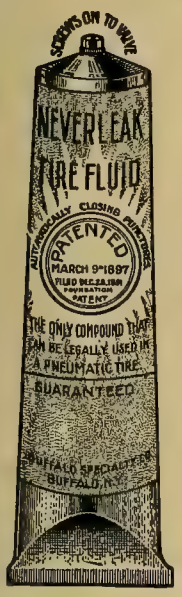
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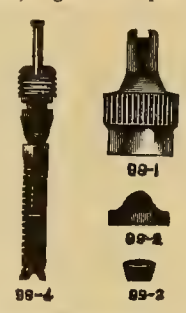
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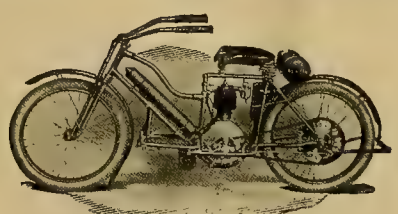


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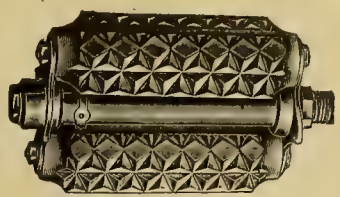
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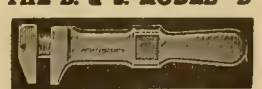
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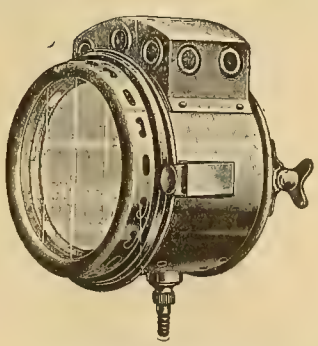
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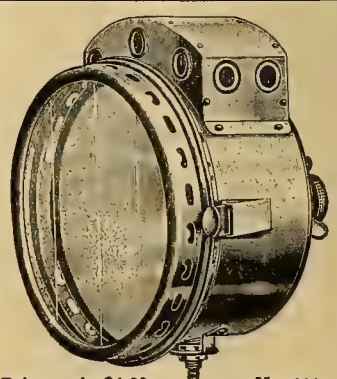
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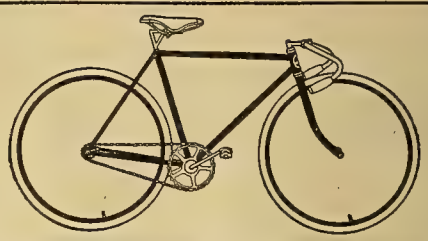
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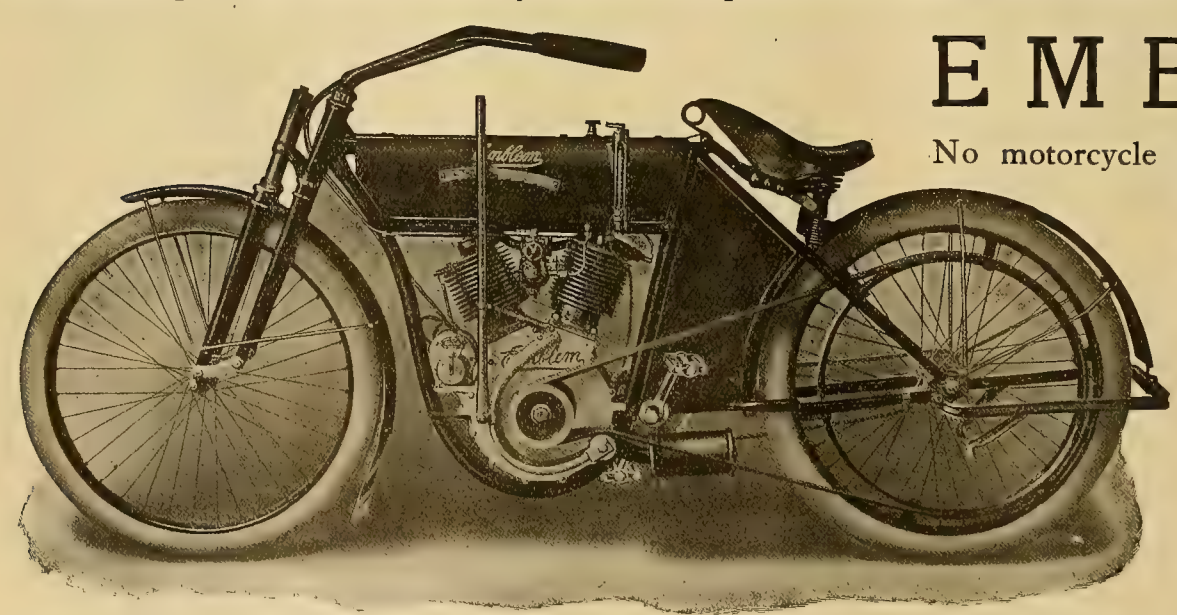
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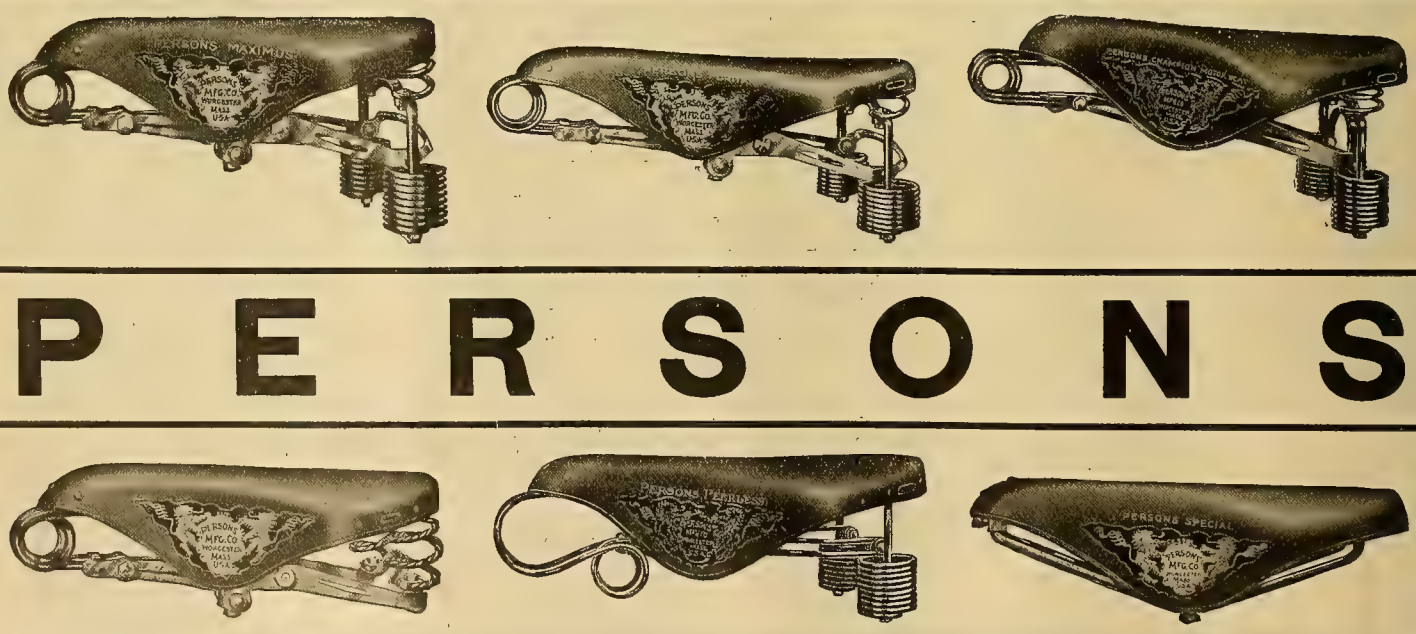
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is made over a single smooth tube, covered with purest Para gum rubber—soft, elastic, resilient—entirely seamless and shaped to fit the hand. The rubber is firmly secured at both ends by broad ferrules of **German Silver.** It is carefully made and will fit the handle bars perfectly.

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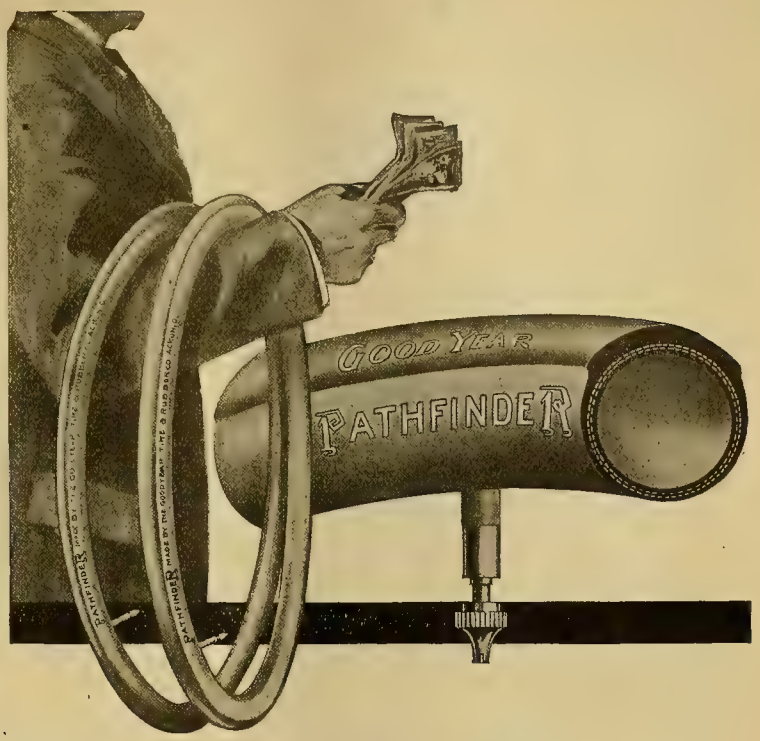
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THE MUSSELMAN
Automatic Coaster and Brake



A Child can put it together.

The Brake Without The Side-Arm

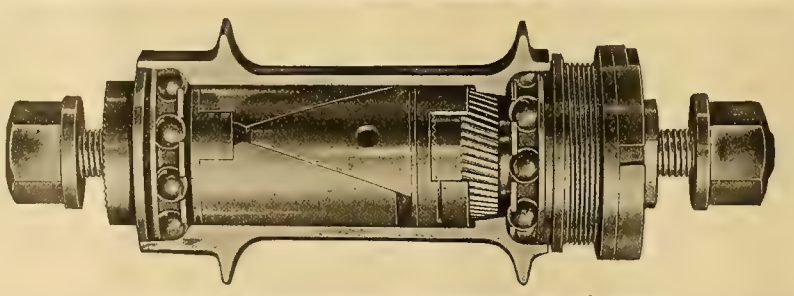
STRONG LIGHT
SMALL POSITIVE
SIMPLE SENSITIVE

The Brake Without The Lock-Washer



"Weighs only 25 ounces."

It's the only genuine automatic coaster brake made; it does its work without the assistance of springs, levers, braces, side arms, etc., and is absolutely free in coasting, positive and sensitive in driving and braking. No clicking or rattling at any time.



Sectional View Showing Arrangements of Parts.

WRITE FOR A DESCRIPTIVE BOOKLET, "THE ARMLESS WONDER."

THE MIAMI CYCLE & MFG. CO., Middletown, O.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED · 1877 ·

Vol. LXI. New York, U. S. A., Saturday, July 30, 1910. No. 19

DEVELOPES NEW SALES SCHEME

New England Jobber Adopts Novel Means of Securing Agents—40 Bicycles Sold at a "General Store."

That there is business to be had in many unexpected places in many unpromising localities is an old assertion the truth of which has been illustrated by the success of the mail order houses. Taking a leaf from their book and improving on it, J. W. Grady, the well-known Worcester (Mass.) jobber this season has proved that it is possible for any aggressive manufacturer or jobber to obtain results as readily as the mail order octopus.

In looking over his field, Grady formed the opinion that there must be many suitable people to represent him who never had been attracted to the bicycle business. From the great commercial agencies, Bradstreet's and Dun's, a list of names of influential people in various towns and villages not on the Grady map was obtained, and a circular letter sent out requesting information concerning responsible local parties who might be interested in the bicycle man's proposition if properly approached. A hearty response was received, from which soon followed a substantial list of new and promising agents, nearly all of whom proved unexpectedly successful.

Although in some instances the way was opened for only a few sales, in others the results were most gratifying. One instance of the latter order shows the advantage of going after the business in untried places. In Laconia, N. H.,—a by no means promising locality—the proprietor of a general store was enlisted and received a bicycle on approval. Like many another general storekeeper, he never had sold bicycles before; but he proved the right sort. Already this season he has disposed of no less than 40 machines.

Roberts to Become Thor Sales Manager.

H. T. Roberts has been appointed sales manager of the Aurora Automatic Machinery Co., Chicago, and will assume the duties about August 10th. He will succeed the veteran George W. Sherman, who has become interested in a new motorcycle company which is forming. Roberts, who at present is "covering territory" for the Excelsior Supply Co., is a big, aggressive man, well versed in the motorcycle business. He has had extensive experience both in the retail end, on the road and in the factory sales departments, previously having been in the service of both the Harley-Davidson and the Consolidated companies.

Hendee Goes Abroad; Hedstrom Returns.

George M. Hendee, president of the Hendee Mfg. Co., sailed to Europe last week, chiefly on pleasure bent. He will be absent six or eight weeks. Meanwhile Oscar Hedstrom, vice-president and engineer of the Hendee company, who spent a month on "the other side," has returned. He brought with him some of the inner tubes which wrought such havoc to the Indian riders in the Tourists Trophy road race.

Washington Dealer Admits Bankruptcy.

Charles T. Hunter, who conducted a bicycle business at 113 Pennsylvania avenue, northwest, Washington, D. C., has filed a voluntary petition in bankruptcy. He reports his liabilities at $1,350 and his assets at about $800.

New Motorcycle Firm in Harlem.

The Gotham Motor Co. is the style of a new concern which has "opened up" at 204 West 116th street, New York, and which is handling Yale motorcycles. Rosenberg & Goldsmith are its proprietors.

RAISE PRICES; NOT RUBBER

How Plantation Promoters Hinder Legitimate Production—Malaysia Victims to their Wiles.

High prices for tires continue, with prospects good for still higher prices in the future. Therefore the habits of the speculators who invade the plantation end of the industry, and whose operations necessarily must have some bearing on the cost to the cyclist of these essentials, continue to be a subject of importance.

Trading on the high prices for crude rubber which prevail in the markets, their object is to sell, not rubber, but rubber producing plantations, and to sell them at figures as far in advance of their real worth as possible. Their inflated profit being absorbed, they drop out of sight. But the purchasing companies and their deluded stockholders are forced to seek a return on their investment in any way they can, which means they will make strenuous efforts to hold up prices.

At times considerable hope has been held out as to the future possibilities of Malaysia as a rubber producing section. One illustration will show what is apt to occur in such cases, however, and also to suggest that under present conditions that region is not exceedingly promising either as a field for rubber investment or as a source of supply likely to affect the prices which the public pays for the finished rubber product.

An estate was sold to promoters for $150,000. The syndicate got a planter, who knew the estate, to put a flotation value on it. He named $250,000. The promoters were not satisfied, however, and called upon another expert. He gravely examined and reported a price of $350.000. At

that time British and American gold was pouring into the country and the get-rich-quick spirit was born. Another expert was called in. He was told of the former valuations and that they were unsatisfactory. He valued the estate at $500,000. Just at this time rubber took a big jump in the London and New York markets, and another expert was asked to report, and he placed the flotation price at $750,000, and the syndicate, in order to have it in round numbers, made it an even $800,000 and floated it at this price. People fought for the stock on the market, the share issue was oversubscribed, and many of them immediately sold at a good advance. All this was done in a few months without the slightest impovement on the property except the natural growth of the few hundred acres of para plants which had recently been planted.

As to the actual conditions affecting rubber production locally, an authority in Singapore has this to say:

"There is a great demand on the rubber estates of this entire region for competent trained white supervisors, and this shortage has forced the salaries up much beyond the old basis. Incompetent men in charge of rubber estates are more injurious than plant diseases and declining prices, for upon the careful management of rubber estates success largely depends. Wasteful expenditures and skilless administration are the worst enemies of the rubber enterprises.

"With hundreds of thousands of acres of rubber trees newly planted on the Malay Peninsula needing the utmost care, and with labor scarce and demanding increase of wages, the labor problem looms up as the biggest proposition to be considered by the companies whose shares have been floated during the past eighteen months. Chinese working on the estates at present are free laborers drawn from the tin mines, which have not been very active for two years, and this supply is limited, owing to the possibility of a rise in tin, evidences of which are manifest. Outside of this local Chinese free labor, all coolies coming into the Peninsula are indentured laborers, procured through Singapore under the Sinkeh system, which is an expensive and uncertain source of supply. An effort will now be made to import direct to the Federated Malay States coolies from China on a short indenture, and a private company for this purpose is contemplated."

Johnston Joins Continental Staff.

W. M. Johnston, formerly with the Pope Mfg. Co., has been added to the traveling staff of the Continental Rubber Works. He will be attached to the New York office, of which W. J. Surre is manager.

Denver Motorcycle Concern Incorporates.

The Denver Motorcycle Co. has been incorporated under the laws of Colorado. Charles G. Howardloncray, Eugene S. Gehreung and C. W. Twitchell are named as corporators.

MONEY LOST IN MEXICAN RUBBER

Conditions Militating Against its Successful Cultivation Explained—Difficulties and Mistakes of Promoters.

People with a little cash that yearned to be invested a few years ago were beset by those who were nourishing various projects for the development of Mexican rubber. Stock companies were formed, plantations started and, incidentally, a good deal of ready money was collected by the promoters. In view of the present rather tense situation in the crude rubber market, especially because of the intimate relation which that situation bears to the price of motorcycle tires, it is interesting to learn of the outcome of the attempt to boom Mexico as a rubber country.

That Mexico produces a certain amount of cultivated rubber in addition to the native rubber which it has produced for many years, there is no question. But it is the opinion of United States Consul William W. Canada, who has investigated the subject very thoroughly, that not more than 20 per cent. of the rubber produced in the state of Veracruz, his own district, during the year 1908 was the product of cultivation. Since the boom of the rubber planting industry, in 1897, Consul Canada estimates that probably 50,000 acres actually have been planted with the "Castilloa" tree. At the present time more than half of the acreage has been abandoned, having proved a complete failure, while the remainder is supposed to be producing just about enough rubber to cover expenses, with a possible margin of slight profit during an era of reigning high prices such as prevail just now.

In reporting on the situation the Consul explains that in some instances ordinary laborers may be found in charge of the plantations which were started a few years ago on expectations of most fabulous profits. The laborers, in return, for their services as caretakers, are privileged to gather whatever rubber they can. In other instances, one or two of which he cites specifically, principal stockholders in the holding companies have assumed control and are running along, barely covering expenses and hoping for soaring prices which may bring them salvation. In a very few instances, particularly in cases where there has been no stock jobbing end to the enterprise, owners are receiving a fair return on their investments. In other cases, it may be observed, returns are being obtained from other products of plantations which were started with rubber as the principal crop.

The general failure of the movement as a whole Consul Canada ascribes to a variety of reasons, reasons which, broadly speaking, may be summarized under the general heading of too hasty promotion. In the first place, the question of the age at which they gain their greatest yield never has been settled in a perfectly satisfactory manner. Promotion literature commonly has placed it at from three to six years, but experience has shown that the latter age is the more reasonable expectation. Thereafter, good trees may be expected to increase their yield from 10 to 15 per cent. per year up to 12 years of age. Beyond that age, no figures are obtainable.

Variation in labor costs, lack of provision for adequate shipping facilities, and over-expectation of the quantity of rubber in the first few harvests are among the principal causes of disappointment to the planters. In some instances a yield seven or eight times the amount actually received had been confidently expected.

Furthermore, a serious mistake was made at the very outset in the assumption that because the "Castilloa" was a native tree, climatic conditions throughout that part of the country were properly suited to its cultivation. Time has proved that such is not the case, and many plantations were located in places where successful rubber cultivation is a practical impossibility. Added to this the Consul observes with a touch of sympathy for the deluded investors, "that 90 per cent. of the numerous plantation companies that have operated in this consular jurisdiction were managed in an incompetent and even corrupt manner."

During the year 1908 the total rubber production in the state of Veracruz amounted to but 387,417 pounds. In past years prices at shipping points have ranged from 45½ to 79½ cents, United States currency, per pound. Recently, however, the effect of the boom prices has been manifest, and those who have been able to ship in quantities have received as much as $1.48 United States currency, per pound. In this connection it is somewhat enlightening to observe that since the recent rise in prices, representatives of English companies have appeared in the district negotiating for the purchase of rubber plantation. It is not known, however, whether these English companies really intend to work the plantations or only expect to use them as a basis for further stock speculation.

Simms to Build American Factory.

The Simms Magneto Co., New York, has purchased a factory site in Bloomfield, N. J., and expects to begin construction work early next month on a modern two story concrete building, which will house more than 1,000 workmen by February next. Motorcycle magnetos, of course, will be included in the production.

Will Use Motorcycle to Deliver Packages.

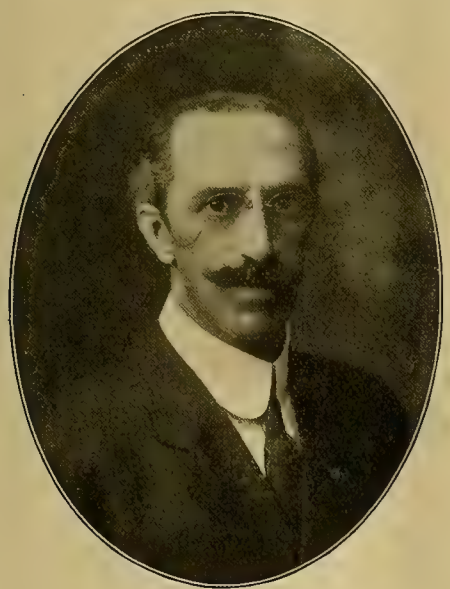
The Motor Package Delivery Co. has been organized in Salt Lake City to conduct the character of business indicated by its title. Thor motorcycles will be employed for the service.

READY FOR CONVENTION

All Arrangements Perfected, Atlantic City Awaits the Trade's Annual Gathering—How Business will be Mixed with Pleasure.

For the fourth time, the cycle trade will foregather at Atlantic City, on Wednesday, Thursday and Friday next, August 3d, 4th and 5th, and there is every indication that the gathering will be larger and hold more interest than any of those which preceded it.

The Cycle Parts and Accessories Association, the prime mover in the several conventions, has performed its work well,



W. J. SURRE
Chairman C. P. A. A. Committee of Arrangements

and, led by that bundle of nervous energy, W. J. Surre, its chairman, the committee of arrangements has left nothing undone that will assist in promoting a general "reasoning together" of the several trade interests and in contributing to the pleasure and entertainment of all who attend. In his work, Surre, who also is treasurer of the C. P. A. A., has had the assistance of the other officers of the organization, R. D. Webster, (Eclipse Machine Co.), president; D. S. Troxel (Troxel Mfg. Co.), vice-president, and Louis Schwab (Stevens & Co.), secretary. The C. P. A. A. really is the host of the occasion, and will "do the honors" to the Motorcycle Manufacturers Association and the National Association of Bicycle Jobbers and to the bicycle manufacturers who will attend as individuals.

Unfortunately the bicycle manufacturers have no organization, but the three organized branches of the trade will hold separate meetings on Thursday, and the following day with gather for the joint session which always proves the most interesting and instructive feature of the convention, and which, due to the institution and opening of the Question Box, is likely to take on an even keener point.

On Wednesday afternoon, the first day, there will be committee meetings of the C. P. A. A. and the Motorcycle Manufacturers Association, and in the evening will occur the first fun-maker, the annual bowling tournament, in which teams of five men representing respectively the bicycle manufacturers, the parts and accessory makers and the traveling men are expected to line up for the fray—and the fun. For while real prizes are being offered for the first time, they scarcely will interfere with the frolicsome spirit which always prevails.



RALPH D. WEBSTER
President Cycle Parts and Accessories Association

The tournament will be held on Sweeney's Academy alleys. All other functions of the convention will occur in the St. Charles hotel, which will be the official headquarters. An office will be established where all arrivals are expected to register and obtain the official badge, which, however, will not, as in past years, be the souvenir of the convention. The menu for the banquet tendered by the C. P. A. A.—and to which ladies will be admitted—on Thursday evening will constitute the souvenir.

The program in detail is as follows:

Wednesday, August 3d.

3 P. M.—Meetings of C. P. A. A. and M. M. A. committees.

8 P. M.—Bowling tournament.

Thursday, August 4th.

10:30 A. M.—Meeting Cycle Parts and Accessories Association, held in Room "A," St. Charles Hotel.

10:30 A. M.—Committee Meeting National Association of Bicycle Jobbers, held in Room "B," St. Charles Hotel.

10:30 A. M.—Meeting Motorcycle Manufacturers' Association, held in Room "C," St. Charles Hotel.

2:30 P. M.—General Meeting National Association of Bicycle Jobbers,

8:15 P. M.—Banquet tendered by Cycle Parts and Accessories Association, at St. Charles Hotel. Toastmaster, W. S. Gorton.

Speakers—"Our Guests," R. D. Webster, president C. P. A. A.; "The Middleman," P. R. Robinson, president N. A. B. J.; "The Bicycle," Col. George Pope; "The Merchant Marine Service," Hon. J. Sloat Fassett, Member of Congress from New York.

Friday, August 5th.

10:30 A. M.—Joint Meeting in Room "A," St. Charles Hotel. Chairman, Mr. W. H. Crosby, The Crosby Company.

Speakers—"Co-operation from the Manufacturers' Viewpoint," Mr. T. R. Palmer, Continental Rubber Works: "Co-operation from the Jobbers' Viewpoint," F. A. Baker, New York City; "The Bicycle Manufac-



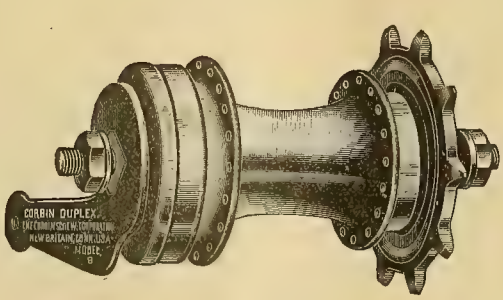
P. R. ROBINSON
President National Association of Bicycle Jobbers

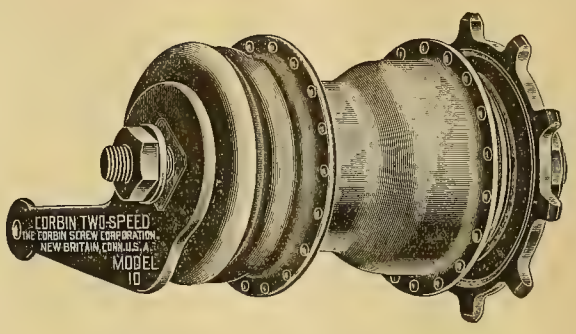
turer," A. B. Coffmann, Consolidated Mfg. Co.; "The Motorcycle Manufacturer," Mr. E. S. Fretz, Merkel-Light Motor Co.; "The New England Jobber," Henry Horton, New Haven, Conn.; "Who is a Jobber?" P. R. Robinson, New York Sporting Goods Co. Opening of question box and discussion of its contents.

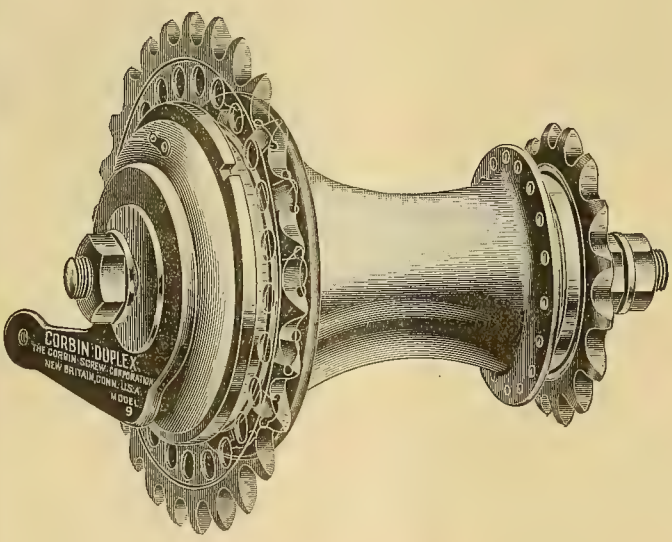
The C. P. A. A. committee of arrangements will have general direction of affairs and in its effort to make everyone feel at home it will have the assistance of the following reception committee: P. R. Robinson, chairman, New York Sporting Goods Co.; Dave A. Smith, the Standard Co.; George W. Nock, Geo. W. Nock Co.; L. A. Wainwright, Diamond Chain & Mfg. Co.; F. I. Willis, Hearsey-Willis Co.; W. H. Crosby, The Crosby Co.; C. L. Elyea, Elyea-Austell Co.; C. A. Earl, Corbin Screw Corporation; C. W. Griswold, S. B. Roby Co.; T. E. Weigele, Diamond Rubber Co.; Keyser Fry; Frank Mossberg, Frank Mossberg Co.; S. A. Falor, Goodyear Tire & Rubber Co.; C. A. Wigmore, Manufacturers' Supplies Co.

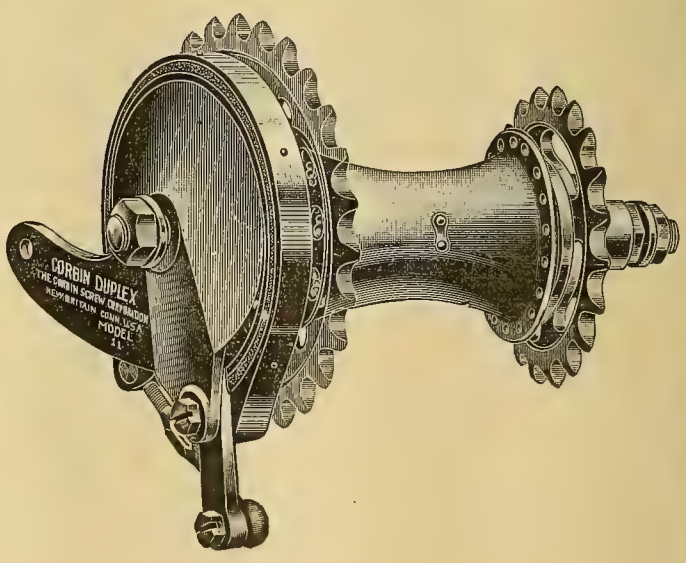
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FOUNDED 1877

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NEW YORK, JULY 30, 1910.

The Convention and Question Box.

Much as a tumbling machine smoothes the rough exteriors of castings and makes them all brighter, a throwing together and contact of men, as in the trade convention at Atlantic City next week, has an effect of smoothing exterior roughnesses and brightening the participants, despite the fact that the convention by no means is to be likened to the tumbling machine in the detail of its method. But when old friends meet and new friends are made, the heart is warmed and the mind is stirred to bigger and broader things. No man can attend the convention without receiving from it a gift of renewed and increased friendships, new business ideas and information, and new enthusiasm.

Added value to the gathering this year is promised by the provision of the Question Box, which permits anyone, whether blessed with oratorical power, diffident in public speaking or wholly tongue tied, to bring before the convention any trade question that he sees fit. Although it is the first time that the cycle trade has employed the Question Box, the plan is so obviously simple and has proved its merits so signally at like conventions in other lines, that no one need hesitate to use it.

The Question Box is a receptacle for written questions relating to any phase of the trade. The questions need not be signed by those proposing them for discussion, and may be dropped in the slot at any time of the day or night, previous to the formal session where they are to be taken up. In the convention the box is opened and the presiding officer reads the questions one by one, giving time for discussion on each, according to its importance and the interest that is manifested in it.

Like those who hear the bans and the wedding ceremony, everyone at the convention should therefore either take advantage of the opportunity for question or protest, or should "forever after hold his peace." The value of the Question Box, therefore, should not be overlooked, as it gives anyone the chance to direct the whole convention's attention to any trade matter that may lie "close to his heart."

Placing F. A. M. on Dangerous Ground.

When a man mistakes a hair-splitting mental inclination for a judicial mind, of which he boastfully speaks, there is no telling to what lengths the self-deception will lead when the possessor of the inclination is blest with a little brief authority.

Due to the actions of the chairman of the competition committee during the past year, the Federation of American Motorcyclists has had uncommon opportunity to witness the effects of the workings of such a mind. The reinstatement of a professional by specious defiance of the rules, the unwarranted doubling of sanction fees, the effort to create a day of less than 24 hours, the far-fetched annulment of a contest and the further-fetched restoration of it—these are but some of the astonishing results.

It therefore is not strange that an official so constituted should embroil the organization which he represents with others with which it is allied. It is but a few months since that the F. A. M. chairman caused strained relations with the National Cycling Association, which were relieved only by his not wholly graceful backdown. But that situation was relatively mild compared with the present trouble growing out of conditions existing in Salt Lake City and which seem likely to terminate the friendly relations which have existed between the two organizations for so many years unless the higher officials of the F. A. M. intervene to prevent it.

In face of the practice and precedent that prevails and always has prevailed in this country and throughout the universe, that an official of a motorcycle organization should arise anywhere and claim control of motor paced bicycle racing would seem inconceivable had it not been done by the F. A. M. chairman. It is so at variance with logic and with long recognized custom that it is almost impossible to accept it seriously or to believe that it is more than a bluff which conceals other purposes. It places the F. A. M. in a ridiculous position in the eyes of the world. It is a position that scarcely admits of defense by the best friend of the organization and, as in the previous instance when the relations between the organizations were strained, the moral support of all fair-minded men will be accorded the N. C. A.

If the attempted control of pacemaking is startling, what is to be said of the F. A. M. chairman's declaration that its allies must submit to him their evidence before he will recognize or enforce their suspensions, as required by the terms of the respective alliances? Hair-splitting and assumption of authority cannot reach greater or more ridiculous heights. It is a condition that is almost unthinkable and that cannot be maintained successfully. When both parties to such agreements do not respect them implicitly and without question they are of no value. If any of its allies conveyed to the F. A. M. a message such as the F. A. M., or rather its chairman, conveyed to the N. C. A., it would be justified as stamping it an unwarranted impertinence and in resorting to plain language.

The F. A. M. is treading dangerous ground. It is a certainty that none of its allies will consent to its acting as the supreme judge of their rulings, and if it cannot adhere to the spirit of the treaties without quibbling, it equally is certain that the F. A. M. soon will have no allies. When a self-styled judicial mind runs amuck, it is time for ordinary horse-sense to intervene.

Everyone who manufactures an article of bicycle equipment and who is of more than local importance ought to be a member of the Cycle Parts and Accessories Association. There are few of them who do not attend its annual convention and partake of the hospitality offered and make the most of the opportunities offered and the C. P. A. A. rightly believes that as it exists for the benefit of the entire trade, all should share the burden and expense. There are several noted names missing from its roll.

NOMINATE HART AND THOMPSON

F. A. M. Western and Southern Districts Name Their Heads—Westerners Endorse Present Administration.

Frederick B. Hart, of Chicago, Ill., and L. W. Thompson, of Louisville, Ky., will be the next vice-presidents of, respectively, the Western and Southern Districts of the F. A. M. They were nominated at meetings of their districts held last week and will be presented for election at the national meeting of the organization which occurs in Philadelphia on August 11th, when their election largely will be a matter of form.

The Western District held its meeting in the rooms of the Indiana Motorcycle Club in Indianapolis. It was presided over by Charles F. Wyatt, the vice-president. The chief business in hand was of course the selection of the candidate for the vice-presidency. Mr. Wyatt declining renomination, two names were presented, F. B. Hart and Perrin B. Whitney, both of Chicago, the former being advertising manager of the Excelsior Supply Co. and the latter manager of the Indiana branch. The first ballot was a tie; the second resulted in the selection of Mr. Hart, whose choice then was made unanimous.

The meeting also indorsed the present administration of the F. A. M. and went on record as favoring its re-election by the adoption of the following resolution:

"Resolved, That this meeting of representatives of the Western District of the Federation of American Motorcyclists endorses the present administration and tenders its warm appreciation of the able and conscientious manner in which the officers have performed their duties. That this meeting considers the criticism made of the present officers in their effort to honestly administer the affairs of the F. A. M. as unwarranted and uncalled for, especially in view of the conditions existing at the time the present officers assumed control.

"And be it further resolved, That this meeting considers that the best interests of the F. A. M. will be served by re-electing F. I. Willis (of Indianapolis) for president, B. F. Ball (of Indianapolis) for secretary, and G. B. Gibson (of Westboro, Mass.) for treasurer, if these officers can be persuaded to allow their names to be submitted for renomination, this meeting unanimously pledges them its support."

Vice-president Wyatt was instructed to read the resolution as a part of his annual report of the national assembly.

The Southern District held its meeting in the Louisville Hotel, Louisville, Ky., with Vice-President E. M. Hughes in the chair. When Mr. Hughes declined renomination and recommended L. W. Thompson, the district secretary, as his successor, Mr. Thompson received the nomination without opposition. Vice-President Hughes called attention to the inflamed state of public opinion existing in Louisville, due to two recent sad accidents in which the guilty motorcyclists made off, and urged the necessity of observing the speed laws and of keeping mufflers closed.

Surprises in a Shower of Badges.

Many of the new F. A. M. members who complained because of their failure to receive their badges profited by the long delay. A cog slipped somewhere in headquarters at Indianapolis and as a result showers of F. A. M. badges have fallen in many parts of the country. New members have received not only the badge to which they were entitled, but in very many instances they received two of them. Even some of the old members have been similarly favored, one of them in New York City, whose membership had lapsed and who had not renewed it, receiving not only a new badge but the F. A. M. handbook, a logbook and all other perquisites of new membership. Perhaps the most surprised man, however, was Rudolph Blyer, of New York. Although he declares that he is not and never was a member of the F. A. M. and that he never had applied for membership, he has received a membership card, a badge and all the other things.

Handlebars No Place for Passengers.

Carrying your lady friend on the handle bars of your motorcycle is not considered good form in some localities; in others it is frowned upon by law. Like New York, Denver, Col., is of the latter order, as to its municipal opinion, although some of its younger citizens have not yet learned that such is the case, nor that it is even forbidden to carry a male companion in that fashion. Carl Bowen and Fred Lee are two Denver motorcyclists who have been taught a lesson in this connection. The lesson cost Bowen $5 and costs, when he was brought before Judge Stapleton the other day, while Lee, being a first offender, got off with $2 costs. Had either of them been carrying a girl, when arrested, the penalty would have been $5 for the first offense, $12 for the second, while the third effort at that sort of gallantry would have resulted in the revocation of the permit to ride.

Buffalo Likes Motorcycle "Cops."

One motorcycle policeman can accomplish as much real policing as twenty ordinary patrolmen in uniform, is the opinion of the police commissioner of Buffalo, N. Y., and he should know, as Buffalo has an efficient squad of cycle police, using both motorcycles and bicycles. "We hope," said the commissioner in a recent interview, "to have a motorcycle policeman stationed in every precinct in the city within another year. The work, not only of the motorcycle men but of the bicycle patrolmen as well, has been most successful." Captain John J. Cunningham, who is in charge of the bicycle division of the force, by means of his own motorcycle is able to visit every precinct in the city in the course of the day, and so keep in close touch with the work of all his subordinates.

COMING EVENTS

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

August 8-13, Philadelphia, Pa.—Federation of American Motorcyclists' annual endurance run and meet.

September 11, Valley Stream, N. Y.—Century Road Club Association's annual 100 miles record run; open.

Cycle Path for Utility Purposes.

Finding a section of the route leading from the Frisco railroad shops in Springfield, Mo., to their home unsuited to bicycle riding, a number of workingmen employed in the shops are contemplating building a cycle path from the Broad street crossing to the new shops, and have taken the matter up with the officials of the railroad company. Engineers of the railroad have been requested to lay out a route for the path, which will not interfere with the train service, while the railroad itself will donate the cinders for its construction. Business men, whose establishments would be benefited by such a path, have signified their intention to contribute money towards the building of the cycle path, which will complete a smooth link permitting the railroad men to ride to and from their work.

Odd Cause of a Basement Explosion.

Emil Feld's motorcycle, standing in the basement of 1726 Amsterdam avenue, New York City, was responsible for the calling out of the fire department and for considerable excitement on Monday last. The machine had been standing for some time with a leaking gasolene tank, and when Harry Snell entered the basement with a candle an explosion took place. An alarm was turned in, but Snell succeeded in getting help and in quenching the fire with a few barrels of ashes before the engines arrived.

Sioux City Tags Motorcycles.

If he desires to escape the arm of the law, anyone desiring to ride a motorcycle in Sioux City, Ia., will have to obtain a license, a license number of the same size and shape as those used on automobiles, a headlight and a red tail light. The order just has been issued by the police department, and all motorcyclists failing to obey these regulations are threatened with arrest.

DAREDEVIL SPORT AT SALT LAKE

Derosier and Whittler in Fiercely Fought Match Race—Three Heats and no Decision—Claflin's Close Call.

Clipping off miles in 45 seconds and thereabouts with elbows touching, Jacob Derosier and F. E. Whittler put up the most daredevilish exhibition of whirlwind riding and recklessness ever witnessed on the new Wandamere motordrome, Salt Lake City, on Wednesday night, 20th inst. A crowd of 5,000 fans was there to see and enjoy it. The feature event of the evening was the match between the two stars, and so bitterly did they fight the duel of speed that after three 5 miles heats had been run, a tie resulted. Derosier took the first, the second proved a dead heat, and Whittler got away with the third.

That no quarter would be asked or given was evident at the very start. In the first heat both got away together and cut out a slashing pace at the outset, riding neck and neck until just before the finish, when Jake crowded on more steam and led Whittler over the line by half a length. The time was 3:47⅖. Whittler adopted different tactics in the second meeting and trailed Derosier until the last lap was well under way, when he made his bid. Opening wide he bore down on Jake, who just managed to save himself at the tape, the judges calling it a dead heat. It was not a unanimous verdict, however, three calling it a tie, two favoring Derosier and the sixth picking Whittler.

The final heat proved the star number. This time both riders loafed and resorted to jockeying, the while eying each other like hawks. At three laps to go Derosier went high on the bank to prevent Whittler going around, but the latter turned a trick which surprised everyone, including Jake himself, by cutting down the bank to the pole. Although Jake tried hard to recover his lost ground Whittler stood pat and won by inches in a driving finish which brought the crowd to its feet in a frenzy.

After the finish Whittler protested Derosier's machine, charging that it was above the limit of 61.00 cubic inches displacement. However, the protest was disallowed the next day when the local F. A. M. representative and a committee measured the Indian cylinders and found them something like two eighty-millionths of a cubic inch under the limit. Whittler also charged that Derosier interfered with him in the last heat by taking hold of his sweater and retarding him, and claims to have witnesses to the act. If the officials saw it they took no cognizance of the affair.

Derosier and Whittler met again in the 10 miles professional, and supplied the thrills. Showing a disinclination to overhaul the long-markers who were four laps in front, they confined their attention to each other, Whittler setting the pace. At three laps from the finish Derosier unwound a spurt, and although Whittler met it bravely he was unable to stave off the Frenchman, who won by a length.

Four laps handicap in a 10 miles race proved too great for the scratch men to overcome, and Steve Senhouse, the former bicycle pro, who was the recipient of the generous allowance, naturally crossed the line first. Derosier, Whittler and Clayton followed in that order. Claflin captured the five miles amateur by a length despite a close call. He just managed to save himself from a nasty fall in the first lap when his machine skidded, and in the slide a pedal was snapped off and he was compelled to ride the remaining distance with one foot in space. Thomas took second, and Westlake was third. Time, 5:04⅘. Archbold won the three miles amateur in 3:44⅗, with Deal second, and Boudwin third.

The summaries:

Three miles amateur—Won by Archbold; second, Deal; third, Boudwin. Time, 3:44⅗.

Five miles match, Whittler vs. Derosier—First heat won by Derosier; time, 3:47⅖. Second heat, tie; time, 3:54⅗. Third heat, won by Whittler; time, 4:04⅘.

Six miles, trade riders—Won by Balke; second, Seymour; third, Ward. Time, 4:48⅕.

Five miles, amateur—Won by Claflin; second, Thomas; third, Westlake; fourth, Warden. Time, 5:04⅕.

Two miles automobile record trial—Frank Irving; time, 1:46.

Ten miles handicap, professional—Won by Senhouse (4 laps); second, Derosier (scratch); third, Whittler (scratch); fourth, Clayton (4 laps). Time. 7:44⅖.

Queer Hiatus in F. A. M. Affairs.

From August 2d, to August 11th probably the most peculiar conditions that ever confronted a national organization will be faced by the F. A. M. For that period of ten days it will be almost literally "up in the air" and substantially without government. The situation is due to an unusual oversight on the part of the meeting which in February last adopted the new constitution. It then was voted to make the new regulations effective ten days previous to the next annual meeting, no one present noting that a hiatus of ten days necessarily would result, as will be the case. The new constitution provides for government by a board of directors instead of by an executive committee as at present. As the directors have not been and could not be elected except at a special meeting of the entire organization within the ten days' period, there will be a blank in its existence and no legal form of government until officers are elected at the regular annual meeting in Philadelphia on the 11th of next month.

F. A. M. AND N. C. A. AGAIN AT ODDS

F. A. M. Chairman Claims Control of Racing and Right to Review Allies' Rulings—Break Possible.

The Federation of American Motorcyclists, or, more correctly speaking, the chairman of its competition committee, has assumed jurisdiction over bicycle racing, or rather of motor paced bicycle racing. The chairman has ruled that never again shall men pedal bicycles behind motorcycles unless such events bear the F. A. M. stamp.

Not unnaturally, the officials of the National Cycling Association resent such sudden and astonishing usurpation of their power and such a violation of the alliance existing between the respective organizations, and of course they do not purpose to countenance such a state of affairs.

It is the second time this year that, due to the methods of the F. A. M. chairman, strained relations have been brought about between the N. C. A. and the F. A. M. The present situation, however, is more serious than the previous one, and is not unlikely to lead to a severance of the long existing alliance between the two bodies.

The trouble grows out of the conditions prevailing in Salt Lake City since the Wandamere motordrome was inaugurated and since P. B. Ruder, its manager, who also is the F. A. M. representative, ran a motor-paced bicycle race without N. C. A. sanction and despite the protest of the N. C. A. authorities. Ruder assumed all responsibility in the matter, and "loyally" declared that if the F. A. M. did not uphold him in such affairs, the motordrome would "break away from the F. A. M. and be run as its management pleased."

The N. C. A. called on the F. A. M. to enforce its suspension of the riders who had offended, and the chairman of the F. A. M. responded that the suspension of Agraz, who was paced, would be sustained in accordance with the terms of the existing alliance. But the judicial mind, to his possession of which he so often has remarked, throbbed so violently that in the next breath he declared that he would not enforce the suspension of Samuelson, who paced Agraz, "until the facts are properly placed before ME," to quote his expression. In other words, he set up himself as judge of the correctness of an allied body's actions and rulings, all the while protesting that he had no desire to violate the alliance. As if this were not enough for one day, he further notified the N. C. A. officials that they must "see to it that no motorcycle either in exhibition, pacemaking or competition be allowed upon any track operating under N. C. A. sanction unless such motorcycle events have first received the sanction of this organization."

By thus assuming control of the pace-

makers, he placed the F. A. M. in the position of assuming jurisdiction over motorpaced bicycle racing also, and that he was not unconscious of the fact is suggested by an added assertion that the F. A. M. "has no wish or intention to enter the bicycle game, but—" and then wandering from the subject and indicating that he was peeved and vengeful because the N. C. A. Salt Lake representative had refused to sanction the paced bicycle race on the motordrome, whereas motorcycle races had been held on the bicycle track—before the motordrome was built—and without sanction of the F. A. M. The all-wise chairman says he was aware of this failure to secure such sanctions, but excuses his neglect to call on the N. C. A. or to suspend the offending motorcyclists on the ground that then there was no suitable motorcycle track in Salt Lake, making appear that duty calls him only when convenience or environment make it reasonably safe to heed the call.

Having thus violated the alliance while professing no desire to do so and having "entered the bicycle game" despite lack of intention on his part, the chairman of the F. A. M. competition committee duly informed the "loyal" Ruder of his profoundly judicial decisions. That "loyal" representative of the F. A. M. evidently found the task of proclaiming them too heavy for his shoulders. At any rate Salt Lake learned the astonishing news through the publication of a letter addressed to L. C. Berry, the Salt Lake representative of the N. C. A., and signed "Paul M. Ruder, Representative F. A. M., by W. D. Rishel, Acting Representative." Rishel is a sporting writer for the Utah papers. Stating that he was following instructions in his letter to Berry, Rishel said:

"In the future the F. A. M. will expect all N. C. A. tracks within your jurisdiction to discontinue the use of motorcycles in any manner whatsoever, unless sanction is granted for same by the F. A. M.

"I might add for your information that the F. A. M. intends to carry out this clause and bar all bicycles from its tracks in the future, unless sanction for their use is first obtained from the N. C. A."

Berry apparently refused to shudder and lost no time in making vigorous reply.

"I am not taking any instructions from Rishel," he responded when interviewed, "and until the National Cycling Association instructs me differently, there will be as many motorpaced races on the Salt Palace track as Mr. Heagren sees fit to run. I get my instructions from R. F. Kelsey, chairman of the N. C. A., and they are as plain as can be. There they are: 'Motor paced cycle racing does not come within the jurisdiction of the F. A. M., and does not have to receive its sanction. All motor paced cycle contests come under N. C. A. rules, although the pacemakers are required to be registered by the F. A. M. as well as the N. C. A. Be sure that your people understand the difference between motor paced racing and motorcycle contests. Motor paced races are races between cyclists who are helped by motor pace, and the contest primarily is one of cyclists and comes under our rules.'"

Mr. Heagren, to whom Berry makes reference, is the manager of the Salt Palace bicycle track, and since the trouble arose he has been stricken and is seriously ill with typhoid fever.

When seen by a Bicycling World man, Chairman Kelsey of the N. C. A. confirmed the state of affairs as here detailed, and said there was not a great deal more to say at this time.

"I have no desire to sever the alliance with the F. A. M.," he said, "but the N. C. A. simply cannot recede from its position. When first I heard that the F. A. M. chairman claimed control over pacemakers and therefore over paced racing, it seemed so highly impossible that I could not believe it until he called my attention to the word 'pacemaking' in his letter to me. Perhaps I had been overcome by his even more astonishing statement that the N. C. A. must submit its evidence to him and allow him to pass judgment before the F. A. M. would adhere to our alliance and enforce our suspensions. However that may be, a motor paced race was held on the Newark track on Wednesday last without the permission of the F. A. M., and I have no doubt there will be others.

"We did not seek this trouble, but we have a position to maintain and we mean to maintain it, and I believe we will have the support and sympathy of every fair-minded motorcyclist. We have no desire to interfere in any way with motorcycle racing. We surrendered its control with good grace when the F. A. M. was organized, and it is our desire to work in harmony with it. We do not dispute its right to sanction and control everything in the form of a motorcycle contest, exhibition or record trial. But a paced race is not a motorcycle contest. It is a race between bicyclists and always has been, and I dare say always will be so considered the world over. The pacing machines are mere auxiliaries, mere windshields. Long established precedent thoroughly proves the fact.

"Neither abroad nor in this country has any motorcycle organization ever before even suggested that the act of pacing a cyclist is either a race between motorcyclists, an exhibition or a record trial. Until the trouble arose in Salt Lake City his present contention apparently did not occur even to the present F. A. M. chairman during his year or more of service in office, any more than it occurred to any of his predecessors or any other officials of the organization. With almost as much justice as in the present instance could it be claimed that the bicycles, motorcycles and automobiles which so frequently pace Marathon runners are amenable to the rules and require the sanctions of the N. C. A., the F. A. M. and the A. A. A. respectively, but I have an idea that did any of these organizations attempt to lodge such a claim with the Amateur Athletic Union something would drop and very quickly. The N. C. A. much prefers to dwell in peace with the F. A. M. But the N. C. A. will continue to govern motor paced bicycle racing; that's all."

Motorcycle Races Save Owls' Meet.

The automobile events proving a fizzle, motorcycles again saved the day at the mixed race meet of the Order of Owls at the kite track, Chillicothe, O., on Monday, 25th inst. Walter Gabler proved the top-notcher of the meet, romping home a winner in two events. He captured the five miles race for 4 horsepower machines in 7:10, and duplicated in another five miles for 5 horsepower machines in 7:12, Leroy Seniff being the runner-up on both occasions. Presley Strosnider made a runaway of the five miles event for machines under 3 horsepower, finishing in 8:15. Harry Sharp was cecond. Harry Treiber won the five miles bicycle race and a pair of tires that went with it. Robert Hoag was the second man. About 1,000 people attended the meet.

Minges Wins on a Carolina Beach.

Crossing the finish line three minutes ahead of the second man, Philip Minges won the 10 miles motorcycle race held at Isle of Palms beach, a seaside resort near Charleston, S. C., on Sunday, 24th inst. Minges took the lead in the first mile and held it throughout. Harry Linstedt was the second arrival and Isaac Braeuer came in third. The time was 16:45. The contest was held over a half mile course with two turns and was witnessed by a large crowd. It is planned to hold races at the beach every Sunday during the summer.

Oak Park Motorcyclists Organize.

With 25 charter members, the Oak Park (Ill.) Motorcycle Club has been formed and officers elected as follows: E. W. Fearing, president; C. T. Wagner, vice-president; R. D. Goldsmith, secretary; Edward Spalding, treasurer; Otto Niemeyer, captain. Application has been made for affiliation with the F. A. M. The club plans to establish a motorcycle garage in connection with its headquarters.

Columbus Discovers Motorcycle Racing.

Citizens of Columbus, Ga., were treated to their first taste of the speed capabilities of motorcycles at the races held on the Wynnton road on the 19th inst., in connection with the merchants' convention. Richard Howard, Jr., on an Indian, won the event for singles, and Dr. M. H. Blandford, Thor, captured the two miles race.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

DUST EATING AT POUGHKEEPSIE

Meet is Marred by Unusually Bad Track Conditions—Goerke Takes Two Events —Some Startling Handicaps.

What ever may be the extent of their financial resources, none of the riders who participated in the Poughkeepsie (N. Y.) Motorcycle Club's race meet at the Hudson River Driving Park on Saturday last, 23d inst., postponed from May 30th on account of rain, had the slightest difficulty in "raising the dust" to an unlimited extent in a literal sense. Rarely if ever in the history of the sport has a meet been held on a dustier course, the riders churning the powder into clouds which would have done credit to a rotary sweeper. That no one was injured, due to plunging into the fence or other riders in the blinding clouds, was nothing short of miraculous, and after several narrow escapes, the riders finally refused to compete in the 25 miles handicap, the feature event, until the track was watered, which was finally done after a long delay. During the time trials a watering cart was allowed on the course and one of the riders narrowly missed colliding with it, on account of the impenetrable veil.

Factory representatives were present in force and carried off a good share of the spoils. Walter Goerke, Indian, fared best of the visitors, capturing the premier race, the 25 miles handicap, from scratch, and also bagged a 5 miles handicap. In the quarter century Goerke early went to the front and was his own pacemaker thereafter, constantly pulling away from the field. He won by 100 yards in 26:45, good time in view of the track conditions. Charles Gustafson, Indian, with 15 seconds, pulled up from the ruck and finished second.

Gustafson also captured a 10 miles handicap from the 1:20 mark, the scratch men being unable to close the gap. Chapple, Merkel, was second, and Robinson, Indian, third. Time, 12:39⅗. In the closed events for club riders, Harry English, Excelsior, and J. A. LeRoy, Indian, divided honors, each winning two races. The handicapping was rather raw. In one case a twin was allowed eight seconds on a single in a standing mile race, and in another machines with and without ports looked alike to the handicapper. The summaries:

One mile novice handicap—Won by Harry English, Excelsior (4 seconds); second, A. J. Burger, Excelsior (10 seconds); third, Fred Vella, Indian (scratch). Time, 1:30⅘.

Five miles free-for-all handicap—Won by Walter Goerke, Indian (scratch); second, Charles Gustafson, Indian (scratch); third, Frank Seery, Indian (10 seconds). Time, 5:48⅘.

One mile private owners handicap—Won by Jay LeRoy, Indian (8 seconds); second, Alfred Brown, R. S.; third, Frank Seery, Indian. Time, 1:25.

Three miles handicap, singles—Won by Harry English, Excelsior (1:00); second, Walter Goerke, Indian (scratch); third Alfred Brown, R. S. (1:00). Time, 4:05⅘.

Three miles handicap, P. M. C. members —Won by Jay A. LeRoy, Indian (scratch); second C. G. Price, Merkel (scratch); third, A. J. Burger, Excelsior, (40 seconds). Time, 4:23⅘.

One mile free-for-all—Won by A. G. Chapple, Merkel; second, W. J. Teubner, Merkel; third, Walter Goerke, Indian. Time, 1:05.

Ten miles handicap, free-for-all—Won by Charles Gustafson, Indian (1:20); second, A. G. Chapple, Merkel (scratch); third, William Robinson, Indian (1:20). Time, 12:39⅘.

One-eighth mile slow race—Won by Herman Sager, New Era. Time, 3:25.

Five miles Dutchess county handicap—Won by Clinton Price, Merkel (scratch); second, J. A. LeRoy, Indian; third, Fred Vella, Indian. Time, 7:09⅕.

Twenty-five miles free-for-all handicap—Won by Walter Goerke, Indian (scratch); second, Charles Gustafson, Indian (15 seconds). Time, 26:45.

All Wickwire at San Antonio Climb.

Skating around curves with a reckless abandon which seemed to defy all laws of gravitation, Rex Wickwire, riding an Indian, was the bright particular star in the motorcycle division at the San Antonio (Tex.) Automobile Club's hill climb at Landa's Park, New Braunfels, on Sunday, 24th inst, and in sensational flights won every event for two-wheelers. In his dashes up the tortuous quarter mile stretch with its 9 per cent. grade, Wickwire made better time than any of the automobiles save one, a large racing car. In the single cylinder class, he whizzed up in 36½ seconds, and in the twin and free-for-all events he was clocked both times in 32 seconds flat. Several of the riders fell in trying to take the turns too fast. About 500 people witnessed the contest. The summaries:

Rider and Machine.	Time.
Single Cylinders.	
Rex Wickwire, Indian	0:36½
J. C. Sessions, Harley-Davidson	0:41¼
H. S. Hall, Indian	0:45
Twin Cylinders.	
Rex Wickwire, Indian	0:32
Dick Madder, Thor	0:36½
Joe Anderson, Indian	0:38¼
A. T. Correvon, Thor	0:38½
Carl Huser, Thor	0:42
Free-for-All.	
Rex Wickwire, Indian	0:32
Dick Madder, Thor	0:36
Joe Anderson, Indian	0:38
J. C. Sessions, Harley-Davidson	0:41½
H. S. Hall, Indian	0:46½

Another Club Formed at Baltimore.

It is a dull week that does not bring forth at least one new bicycle club in Baltimore, Md. Last week was not a dull one. The Bayonne Wheelmen is the title of the organization which then was formed.

FAST TIME AT FORT ERIE MEET

Motorcyclists Compete in Two Days' Affair Given by Buffalonians—Stander Stars in Second Day.

Marked by fast time and exciting finishes, the motorcycle events at the two days' automobile meet of the Buffalo (N. Y.) Automobile Trade Association at the Fort Erie (Can.) track on Friday and Saturday, 22d and 23d inst., proved equally if not more interesting than the contests between the snorting four-wheelers. Two motorcycle races were staged each day, and were contested in pretty fashion that held the attention of the spectators throughout. In all the events the motorcycles were but little behind the more powerful big fellows.

In the first event for two-wheelers on Friday, two miles for trade riders, Carl Muensch, M. M., defeated E. J. Hanks, Indian, in a close finish in 2:50. In the 10 miles for trade riders Art Schwegler, Yale, took the lead at the start and never was headed. He sailed home a winner by a safe margin in 12:25, W. Graham, Indian, beating out Hanks, on a similar machine, for second. The race was marked by an accident which occurred in the third mile, when Joe Diamond, Indian, ran into a soft spot in the track and losing control crashed into the fence. He had presence of mind to shut off power before the crash came and escaped with a sprained wrist and hip bruises.

E. Stauder, Indian, was the star on Saturday, winning both events in decisive fashion. In the two miles race he easily outdistanced the field and won in 2:23⅕. Muensch and Hanks, who were evenly matched, hung together until the close of the last lap, when the former spurted and took second by a length. Stauder repeated in the 10 miles open, unwinding a scorching pace from the start. He continued to widen the gap and lapped the field in the ninth mile and finished 200 yards ahead of Schwegler, Yale. Hanks, Indian, was third. The time was fast, 10:14⅕.

The summaries:

First Day—Friday, 22d.

Two miles open, singles—Won by Carl Muensch, M. M.; second, E. J. Hanks, Indian. Time, 2:50.

Ten miles, twins—Won by Art Schwegler, Yale; second, W. Graham, Indian; third, E. J. Hanks, Indian. Time, 12:25.

Second Day—Saturday, 23d.

Two miles open, singles—Won by E. Stauder, Indian; second, Carl Muensch, M. M.; third, E. J. Hanks, Indian. Time, 2:23⅕.

Ten miles, twins—Won by E. Stauder, Indian; second, Art Schwegler, Yale; third, E. J. Hanks, Indian. Time, 10:14⅕.

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Different Bending Process ¶ Blanks bent on brass covered drums, absolutely true in circle. Our system of bending condenses the fibres of the wood 17 per cent, making stronger, stiffer and truer rims.

Different Drying Process ¶ Blanks not clamped, drying on the drums as bent, dry in true circle. Rims turned from these blanks will not warp or go out of true after the wheel is strung up, they string up easier and twice as fast as ordinary rims, saving time, money and patience.

Different Jointing and Glueing Process ¶ K & C LOCK JOINT, the joint with brains in it, the only successful joint that has been invented for wood rims since wood rims have been made, no one has improved on it, many have had a trial at it but have given it up as unbeatable, it appears to be the Alpha and Omega of Wood Rim Joints, the only joint that has proved to be the real thing, that gives the people satisfaction. Do you want to please the people or do you simply want to

The Rim of

the wheel? If you wish to please and give them lasting satisfaction equip your wheels with K & C LOCK JOINT RIMS. All joints cemented with Water Proof Cement, every rim guaranteed.

Different Drilling Process

¶All of our rims are drilled in such a manner that the holes are not in a straight line, so that the rims are stronger and not so liable to split along the line of holes. All of our rims are drilled before they are sanded and finished so that the finish does not get marred or splintered up around the spoke holes when being drilled.

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¶These things cost money, but this extra cost gives the quality rim, what the people want. We do not ask the trade to give us their contract for all the rims they require if they do not wish to do so, for the reason we believe they should have the privilege to purchase their rims at any time wherever they consider it is for their best interests. We book orders for any quantity from Manufacturers and Jobbers only, for delivery from time to time during the season as wanted, up to the full production of our factory. This season we close our plant about August 20th, for six weeks to make alterations and additions that will nearly double our production for next year. We have booked orders for the coming season for nearly two-thirds of this increased production. Manufacturers and Jobbers are welcome to samples of our rims if they make application. We shall begin running our factory to the full capacity October 1st. There must be some good reason for the increasing demand for K & C Lock Joint Rims, what is it? QUALITY, we shall be glad to add you to our list of satisfied customers.

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Different Drilling Process ¶All of our rims are drilled in such a manner that the holes are not in a straight line, so that the rims are stronger and not so liable to split along the line of holes. All of our rims are drilled before they are sanded and finished so that the finish does not get marred or splintered up around the spoke holes when being drilled.

Different Finishing Process ¶Our rims are finished in the Tire Seat with Japanese Water Proof Lacquer, which protects the rim and spoke holes and prevents the enamel from peeling from the wood around the spoke holes.

Cost Quality Contract and Samples ¶These things cost money, but this extra cost gives the quality rim, what the people want. We do not ask the trade to give us their contract for all the rims they require if they do not wish to do so, for the reason we believe they should have the privilege to purchase their rims at any time wherever they consider it is for their best interests. We book orders for any quantity from Manufacturers and Jobbers only, for delivery from time to time during the season as wanted, up to the full production of our factory. This season we close our plant about August 20th, for six weeks to make alterations and additions that will nearly double our production for next year. We have booked orders for the coming season for nearly two-thirds of this increased production. Manufacturers and Jobbers are welcome to samples of our rims if they make application. We shall begin running our factory to the full capacity October 1st. There must be some good reason for the increasing demand for K & C Lock Joint Rims, what is it? QUALITY, we shall be glad to add you to our list of satisfied customers.

The Rim of Quality That Gives the People Satisfaction

NEW CROP APPEARS AT NEWARK

Recent "Housecleaning" Brings out Big Fields of Amateurs—Goulette Tags Fogler—Hehir Again Disqualified.

Instead of the same faces in the amateur events every Sunday, the Velodrome in Newark, N. J., as a result of the recent "housecleaning" now is able to line up big bunches of eager newcomers each week, who are more than willing to ride as actual amateurs instead of cash chasers in dishonorable disguise. There were 49 of these simon pures at the track on Sunday last, 24th inst., and their presence was a most convincing demonstration of the soundness of the Bicycling World's contention that full amateur ranks can be maintained more successfully and satisfactorily by a strict enforcement of the N. C. A. rules than by improper "encouragements" in the form of cash. In fact, the economy of the thing from the management's standpoint should recommend it in that quarter, as the prizes which the winners in the amateur events now are getting, instead of the old time "orders," or actual coin, are articles of jewelry of superficially rich appearance which must cost as much as three or four dollars. They are the sort of prizes that impel weak-kneed amateurs to seek actual cash.

Two amateur events were incorporated in the Sunday program, the first being a quarter mile open, which Jerome Steinert captured by going out in front almost all the way, closely pressed by Frank Blatz, who took second. In the three miles amateur handicap so big was the list of entrants that three elimination heats of one mile were run, seven men qualifying in each heat. Blatz, from 60 yards, easily won the final. Bert Cone was the runner-up.

Goulette, the Australian pursuit wonder, tucked away Joseph Fogler—who recently bested him—by defeating the Brooklyn blonde in an Australian pursuit match. At four miles Fogler punctured, and later, on the restart of the race, he was peeved at Referee Kelsey for being put back even with Goulette, when at the time of the puncture he was some 20 or 30 yards to the good. Four miles more riding found Goulette at Fogler's back, and after a total of eight miles and one lap, the Australian made the winning pass.

Patrick O'Sullivan Hehir, of Australia, continued his career as a rough rider, and bumped and switched his devastating way to first place in the five miles handicap for Class A professionals, but instead of collecting the money he was disqualified. His rough work caused two spills during the race, and when the referee set him down, John Bedell (20) became the winner, with Fred C. West (90), Percival Lawrence (175), Frank L. Kramer (scratch) and Menus Bedell (130) the next in order. In the Class A mile open, Kramer jumped from the rear and won by inches from John Bedell, Fred West and Edward Root.

Class B professionals, composed of the recently converted amateurs, fought their battles in a half mile handicap, which was won by Al Triebel, and a two miles open, in which Fred McCarthy was first to the money. The summaries:

Quarter mile open, amateur—Won by Jerome Steinert; second, Frank Blatz. Time, 31 seconds.

Half mile handicap, professional Class B—Won by Triebel (40); second, Kessler (60); third, Miscka (60). Time, 58⅘.

One mile open, professional—Won by Kramer; second, John Bedell; third, West; fourth, Root. Time, 2:42⅕.

Three miles handicap, amateur—Won by F. Blatz (60); second, Bert Coen (200). Time, 6:32.

Two miles open, professional Class B—Won by F. McCarthy; second, Magin; third, Phil Wright; fourth, Jokus. Time, 4:14.

Five miles handicap, professional—Won by John Bedell (20); second, West (90); third, Lawrence (175); fourth, Kramer (scratch); fifth, Menus Bedell (130). Time, 10:32. Hehir finished first but was disqualified for foul riding.

Unlimited Australian pursuit match, Fogler vs. Goulette—Won by Goulette. Distance, 8 miles 1 lap. Time, 18:28.

Crowds Cause Collision at Cleveland.

Numerous accidents to riders caused by the crowd of 4,000 people encroaching on the course and confusing the competitors, despite repeated efforts of the officials to keep the track clear, marred the race meet of the Cleveland (O.) Motorcycle Club at the Valley Driving Park on Saturday, 23d inst. The most serious casualty occurred in the 15 minutes race when Reichel, Excelsior, and Shack, Thor, becoming disconcerted by the crowd, collided and sustained severe bruises about the legs and shoulders. Kissig, on an Indian, carried off the honors of the day by winning three events. The best time of the day was made by Huntsbery, Thor, in an exhibition mile which he turned in 1:26⅖. The summaries:

Five miles, singles—Won by Culke, Excelsior; second, Seliga, Excelsior; third, Tepas, Thor. Time, 8:14.

Five miles, twins—Won by Kissig, Indian; second, Schultz, Indian; third, Finn, Thor. Time, 8:00.

Five miles match, Huntsbery, Thor, vs. Hinoush, Indian—Won by Huntsbery. Time, 6:26⅖.

Fifteen minutes for mileage—Won by Kissig, Indian; second, Schultz, Indian; third, Seliga, Excelsior. Distance, 10 miles.

Three miles free-for-all—Won by Kissig, Indian; second, Hinoush, Indian; third, Seliga, Excelsior, Time, 5:24.

One mile against time, Huntsbery, Thor—Time, 1:26.

Five minutes for mileage with tandem, Stotter—Distance, 3¼ miles.

BALKY MOTOR ALTERS PROGRAM

But Providence Crowd Nevertheless Sees Good Events of Shorter Going—Collins and Wright Take Everything.

A five miles motor paced race in heats was substituted for the 15 miles number that had been scheduled for the Melrose track program at Providence, R. I., on Friday night, 22d inst., the change being necessary because one of the pacing motors became balky and could not be used for the big event. Three preliminary heats, of five miles each, were run before the trouble developed, the qualifiers for the 15 miles final being Elmer Collins, Clarence Carman and Carlo Vanoni, against George Wiley, Peter Drobach and Frank Galvin. With the alteration in the program, it was decided to run three deciding heats of five miles each, with two men in a heat, but after Collins had met Carman and Vanoni, defeating them both, the third heat, between Carman and Vanoni, to settle second honors, could not be run because Vanoni's mount was smashed and he could not find another that was in shape to use.

Very good natured in accepting the change, the spectators saved most of their enthusiasm for the sprint events for Class B professionals, which consisted of an Australian pursuit race and a two miles open, and in both of which Philip Wright, of Salt Lake City, was the fair haired boy. The pursuit race was more than that, in that it had four qualifying half mile scratch heats, with one man in each heat to qualify, and the match race style of sprint finishes proved worth the price of admission. With the four qualifiers starting from four sides of the track, in the final, Ernest Jokus tagged and removed Chris Scheller in the first mile, and two laps later Wright sent Martin Ryan to the bench and began his chase for Jokus, whom he caught at two miles and two laps.

For butting into and throwing Fred McCarthy in the last lap, Scheller was denied first money in the two miles open, although he reached the tape well in front. Scheller's disqualification for foul riding gave the plum to Wright, who finished second, while Jokus, William Coburn and Ryan were correspondingly advanced. The summaries:

Five miles motor paced race—Won by Collins; second and third undecided and split between Carman and Vanoni. Time, Collins vs. Carman, 7:58⅗; Collins vs. Vanoni, 7:02⅗.

Two miles open, Class B professional—Won by Wright; second, Jokus; third, Coburn; fourth, Ryan. Scheller first to finish but disqualified. Time, 4:33⅗.

Australian pursuit race, Class B professional—Won by Wright; second, Jokus; third, Ryan; fourth, Scheller. Distance, 2 miles 2 laps; time, 5:14⅕.

DEROSIER SHATTERS A RECORD

Rides Eight Miles in 5:51 and Judges Lose Count of Other Riders—Balke also Supplies Thrills.

Salt Lake City, July 24.—Jacob Derosier had things all his own way at the meet at Wandamere motordrome last night, Whittler, his most dangerous rival, being absent, and the champion in his dizzy flights altered a world's record and established track figures for the mile. In the eight miles professional handicap Derosier catapulted the distance in the phenomenal time of 5:51, clipping four seconds from the old mark, and in addition cracking out a mile in 44⅗ seconds, the fastest ever made at Wandamere. Action in the five miles match between Samuelson, Mitchell and Derosier was long overdue and did not materialize until half a lap from the finish, when the champion who had been toying with the others, turned the gas full on and flashed home a winner by a quarter lap.

Six faced the gun in the eight miles handicap, the blue ribbon event of the evening, and at the break Derosier who was on scratch with T. M. Samuelson enveloped the latter in a cloud of smoke as he left him. With the limit men three laps in front, Derosier crowded on steam and streaked around the dish at a clip which made the others appear to be standing still. It was apparent that, barring acccident, a new record was "in the works," and it soon materialized, when Derosier crossed the finish well in front of the others. The judges became so interested in his dash that they lost track of the arrival of the others and did not attempt to place them.

The four miles amateur proved another heart accelerator, Balke furnishing the thrills. At the start his motor refused to take hold and he lost half a lap before he really got under way. Then, however, he tore after Ward and Seymour like a cyclone, and rapidly closed the gap, but Seymour just managed to beat him out for first by inches. Ward was third. Time, 3:33⅘. With seven up, the six miles amateur handicap proved another of the action-all-the-way kind. Claflin, with three laps, evolved the winner in the fast time of 4:34, Seymour, a scratch man, being close on his heels. The fastest mile was turned in 46 seconds. The 4,000 spectators were treated to another package of thrills when Bert Smalling attempted to establish an automobile track record for three miles. He failed in the attempt, but kept the spectators' hair erect by his wild skidding. The summaries:

Three miles, amateur—Won by Claflin; second, Archibold; third, Galeazzi. Time, 3:33.

Four miles, trade riders—Won by Seymour; second, Balke; third, Ward. Time, 3:33⅘.

Five miles invitation, professional—Won by Senhouse; second, Clayton; third, McCormack. Time, 4:38.

Six miles handicap, amateur—Won by Claflin (3 laps); second, Seymour (scratch); third, Ward (1 lap). Time, 4:34.

Five miles match, professional—Won by Derosier; second, Samuelson; third, Mitchell. Time, 5:19⅕.

Three miles time trial (automobile)—Smalley, in 30 horsepower Packard. Time, 2:52 3-10.

Eight miles handicap, professional—Won by Derosier (scratch); second, Samuelson (1 lap); third, Senhouse (3 laps); fourth, Mitchell (3 laps). Time, 5:51 (world's record).

Ohioans Try New Form of "Observing."

Eight of 19 members of the Springfield (Ohio) Motorcycle Club who engaged in its reliability run from Springfield to Chillicothe and return on July 24th earned perfect scores. The successful riders were: McKaig, Indian; Piper, Indian; Kramer, Indian; Rhodes, Indian; Wilson, Indian; Grisso, Harley-Davidson; Henderson, Thor, and Grove, Harley-Davidson. Although the two last named are credited with clean scores, they lost the road for 25 minutes and their cases have not yet been settled. The others who survived and their scores were: Swigert, Yale, 995 points; Belt, Harley-Davidson, 990 points; Beckley, Thor, 980 points; Hornberger, Merkel, 975 points; O. Swigert, Yale, 950 points; Arnold, Harley-Davidson, 940 points. The following also ran but did not finish: Grube, Yale; Horner, Indian; Bishop, Harley-Davidson, and Cassel, Indian.

The men left Springfield in squads of four at five minute intervals and were penalized for adjustments of every sort, however small, each member of each squad "observing" the other fellows in his squad. There was a time control at Chillicothe, where D. K. Delong, the Indian agent, gave the riders such a good time that they "unanimously voted him a gentleman and a sport," to quote the Springfield expression.

Cyclist Meets with Unusual Mishap.

Indicating that the same sort of care is necessary in swinging back into the road after allowing an automobile to pass as is necessary in crossing a railroad track after a train has gone by, the serious accident to Alexander Hayes, of Allaire, N. J., adds another name to the long list of those who have failed to look both ways before going behind a swiftly moving vehicle. Hayes, a taxidermist, 50 years old, was riding a bicycle in the direction of his home last week when two automobiles approached going in opposite directions. Hayes dismounted and stepped to one side of the road to permit them to pass. After permitting one car to pass, however, he stepped into the road again just in season to be struck down and seriously, if not fatally, injured.

LONG PROGRAM AT LOS ANGELES

Local Club Uses Mile Automobile Track and Provides Diversified Sport—Twenty-six Starters in a Handicap.

Replete with fast traveling and sensational finishes, the Los Angeles (Cal.) Motorcycle Club's annual meet at the Playa Del Rey motordrome on Sunday, 24th inst., produced one new world's record. The new figures were coined in the mile tandem race when Hann and Kittle, astride a 7 Indian, circled the immense wooden dish in 55⅕ seconds. Anderson and Knappe, Indian, were second. H. Kittle, on a 7 Indian, took the speed honors in a mile time trial, streaking a lap in 49 seconds. After falling in the three miles for 4 horsepower machines, Erwin Knappe, Indian, remounted and finished first in 3:13⅗. Briggs, Excelsior, was second.

Attracting a field of 26 starters the six miles handicap, which was run on a horsepower basis, proved the feature event. It also produced some whirlwind riding. The conditions were that 7 horsepower machines would start from scratch, 5 horsepower machines were given a mile leeway, 4's got 1½ miles, 3½'s received 1¼ miles, and 3's had 1⅞ miles on the scratch men. Despite the apparently unbridgable gap, R. Dunham with a 7 Indian in a brilliant ride overhauled the distance men and won in the excellent time of 5:18. Griggs, 5 Indian, beat out J. S. Blain, 7 Indian, for second. Nearly 100 machines competed in the meet. The summaries.

Five miles, 5 horsepower machines—Won by R. Kittle, Indian; second, C. Briggs, Indian; third, P. Powers, Indian. Time, 4:53⅗.

Three miles, 4 horsepower machines—Won by C. Briggs, Excelsior; second, J. H. Terry, Indian; third, F. Dyer, Thor. Time, 3:15⅗.

One mile against time, H. Kittle, Indian—Time, 0:49.

Five miles, 7 horsepower machines—Won by E. Hann, Indian; second, C. E. Anderson, Indian; third, J. S. Blain, Indian. Time, 4:18.

Three miles, 3 horsepower machines—Won by E. Knapp, Indian; second, P. Powers, Indian; third, L. Stowe, Thor. Time, 3:43.

Three miles, Harley-Davidson machines—Won by J. Farrill; second, C. Griffith; third, B. Bueneman. Time, 4:15.

One mile against time, C. E. Anderson, Indian—Time, 0:50⅖.

One mile against time, H. Kittle, Indian—Time, 0:55.

Two miles, 5 horsepower tandems—Won by Toby and Kinnel, Indian; second, Bentley and Lyon, Indian. Time, 0:59.

Three miles, 4 horsepower machines—Won by E. Knapp, Indian; second, C.

Briggs, Excelsior; third, F. Dyer, Thor. Time, 3:13⅗.

One mile, 7 horsepower tandems—Won by Hann and Kittle, Indian; second, Anderson and Knapp, Indian. Time, 0:55½.

Three miles, 5 horsepower machines—Won by R. Kittle, Indian; second, C. Briggs, Indian; third, W. Randol, Indian. Time, 2:52.

Six miles handicap—Won by R. Dunham, 7 Indian (scratch); second, C. Griggs, 5 Indian (1 mile); third, J. S. Blain, 7 Indian (scratch); fourth, J. H. Terry, 4 Indian (1½ miles). Time, 5:18.

ARE SEVEN, BUT NOT SLEEPERS

Wagner Brothers Take to Motorcycles Instead of Ephesian Caverns—Know How to be Photographed.

This is not a picture of the Seven Sleepers of old, but of the seven brothers Wagner, of Akron, Ohio, and is thoroughly typical of the enlightenment of modern times. The Seven Sleepers, so the medieval legend runs, were Christian youths of Ephesus, who, to escape the prosecution of the able-bodied Decius, in the year A. D. 250, went and hid themselves in a cavern where they fell into a slumber which lasted 196 years. The seven Wagners, who, it may be imagined, began to be born only about 30 years ago, never sleep when it is good motorcycling weather, and fear only the prosecution of the twentieth century villains who wear blue coats with brass buttons or hide behind hedgerows with stop watches in their hands.

The seven Wagners are staunch upholders of the Harley-Davidson version of the motorcycle, and two of them, namely, Philip and Joseph, are partners in the Century Cycle Co., of Akron, whose show window forms the background for the picture. In pictorial order, if not in sequence of birthdays, the septet are individually distinguished as follows: Charles, Joseph, Anthony, John, Casper, Philip and Henry.

Besides doing credit to the Wagner family in America, the picture affords a striking illustration of the effective results which may be obtained by a thoughtful photographer when "taking" a group of motorcyclists. It will be observed that both the Wagners and the Harley-Davidsons present a neat and uniform appearance, and that the Wagners, in particular, do not despise clean linen. For such as are not averse to facing the camera in their riding togs, the illustration may have a suggestive meaning.



AKRON'S MOTORCYCLING FAMILY; THE SEVEN BROTHERS WAGNER.

Expanding the Piston Rings.

Motorcyclists whose engines suffer from lack of compression sometimes are advised to expand the packing rings by tapping them lightly around the inner surface with the ball pein of the hammer. While it is possible to enlarge a ring in this way it is not a wise plan for the average "cellar" mechanic to attempt it. The rings are made of cast iron, it must be remembered, and for every one that is improved by the the peining operation the chances are pretty strong that three or four will be broken. It is a much better plan to get new rings for those which are worn down, or to get a regular repairman to undertake the expanding process.

Cleaning Horn Reeds from Dust.

Horn reeds should be cleaned with gasolene when they become "husky" through the clogging effects of dust. By this means the adjusting screw or other device by which the pitch of the reed is regulated will not be affected, while the dirt will be removed quickly and effectually. If a knife blade or other sharp and hard instrument is employed for the purpose the chances are pretty strong that the tone of the reed will be spoiled before the dirt is removed. When the horn loses its tone suddenly it is due to the accumulation of dust in the reed in most cases.

LAWSON AND MAC HUMBLE CLARKE

In Team Match Race They Surprise the Australian Pair—Clarke Breaks World's Two Miles Record.

Salt Lake City, July 20.—Heart disease, caused by intense excitement, ravaged the breasts of the fans at the Salt Palace last night, when Iver Lawson, with Floyd Macfarland as his team mate, showed his old time championship sprint to Jack Clarke, defeating the latter in two heats after Clarke and Pye had made a cyclone capture of the first heat in the team match race. Again excitement almost overcame them when Clarke helped at the start by a Lawson-Macfarland-Pye lightning express pull, but requiring his own unaided flying in the last few laps, snatched victory out of a seemingly hopeless situation, in the two miles handicap, and broke the world's record for the distance.

Although Macfarland is Clarke's manager and team mate, the management hit upon the happy idea of separating him from his charge and arranging a match race with Macfarland and Lawson as a team pitted against Clarke and Ernest Pye. In the first heat, at a half mile, Pye and Clarke jumped to the lead at the start, and spun a pace that gave Macfarland and Lawson all that they could do to hang on, jerking them around the track so fast that the distance was out before Lawson had a chance even to come alongside Clarke.

The second heat was at three-quarters of a mile. Pye and Clarke once more jumped and took the lead at the start, but for the longer distance they did not attempt an unremitting sprint. They jockeyed their opponents all over the track before getting to the speed work. As Pye began to unwind, Lawson tucked himself in close to lanky Mac and the latter's back commenced to hump and bob up and down in the effort to place Lawson well in the remaining three laps. Macfarland got around the flying Australians at one lap to go, and turned loose Lawson, with Clarke after him. Up and down the bank they battled until the last turn and stretch, where Lawson displayed a burst of speed that kept him in front of the oncoming Clarke all the way in.

When the four men lined up for the deciding heat at one mile, the fans were on edge. Pye for the third time went to the front at the gun, and lead an erratic trail up and down the track inclines for half a mile, when Macfarland lit out and pulled Lawson with him in front. Pye tried to recover the position, but Macfarland made it so hot that Pye, after trying to box Lawson in, had to drop off as Clarke moved up and attached himself to Lawson's wheel, with only half a lap to go. Lawson suddenly jumped out with a spring that oldtimers recognized, and beat it for home with a rush that the Australian Rocket's desperate speed could not equal, Lawson winning by half a length.

Such liberal marks had been given in the two miles pro handicap that "the big train," consisting of Macfarland, Pye, Lawson and Clarke, appeared to have no chance to deliver even one of their number from scratch to winning position, particularly as there were several big fast combinations in front. The first three of the scratch men rode themselves all in, pulling Clarke forward, but he was still far short when he had to close a big gap and catch the straggling Walker, who helped him up to the fliers in the first division. With no rest and only a lap to go, he plowed through them, rounded Diefenbacher and Brodbeck, reached the tape to the good. The time for the two miles was 3:40, breaking Lawson's record by two-fifths of a second.

Encouraged by a culling out of the "shamateurs," a big field of amateurs lined up for the five miles ride, and to prove they were real, they had a genuine amateurs' spill. Colvin was the best man, while Gemple was so "all-in" at the finish that he tumbled across the tape for second money, Taylor pitching over him for third. Hardy Downing tried to beat Ray Duer's record of 2:35⅘ for two miles behind motor pace, but failed by four-fifths of a second. It took Jack Burris over four miles of hard grinding to tag Carslake in their pursuit match. The summaries:

Team match, Pye and Clark vs. Macfarland and Lawson—First heat, half mile, won by Clarke; time, 55⅕. Second heat, three-quarters mile—won by Lawson; time, 1:39⅗. Third heat, one mile—Won by Lawson. Time, 2:45⅕.

One mile invitation, professional—Won by Walker (scratch); second, Diefenbacher (60); third, DeMara (scratch); fourth, Hopper (75); fifth, Brodbeck (70). Time, 2:07.

Unlimited pursuit—Won by Burris; second, Carslake. Distance, 4 miles 2 laps 50 yards. Time, 9:33.

Two miles motor paced time trial—Downin. Time, 2:36⅗.

Five miles, amateur—Won by Colvin; second, Gemple; third, Taylor; fourth, Rodberg; fifth, Braizer. Time, 11:05⅗.

Two miles handicap, professional—Won by Clarke (scratch); second, Diefenbacher (125); third, Walker (85); fourth, Brodbeck (135). Time, 3:40 (record).

To Use a Watch as a Compass.

Tourists on long journeys through unknown regions, who have been discomfited to find their compasses "thrown out" because of the magnetic influence of the bicycle or motorcycle upon the needle, should remember the old rule whereby the watch may be converted into a South Pole detector with a fair degree of accuracy. If the hour hand of the watch be pointed toward the sun at any hour of the day a point half way between the exact hour and the 12 o'clock mark will be due south.

SECOND DEFEAT FOR AUSTRALIANS

Pye and Clarke Again Succumb to Macfarland and Lawson—Brazier, an Amateur, is Badly Injured.

Salt Lake City, July 26.—It took a second beating from Lawrence and Macfarland to convince Clarke and Pye that the others have something on them in team match racing, but the conviction was handed to them in a neat package at the Salt Palace track last night. Unlike the previous battle between the two teams, Clarke and Pye did not get away with a heat. Their rivals clinched things by two straight wins, and there are those who believe that Macfarland took a certain malicious joy in proving to Clarke that the latter still needs him in order to be a steady winner.

The first heat, one mile, was a loaf for half the distance, until Pye, with Clarke on, began to unwind a sprint. They steered a sinuous course, with Macfarland pulling Lawson up as close as he dared without spilling. At a lap and a half to go, Mac turned Lawson loose to tack on Clarke's wheel, and when the latter jumped out for the finishing run, Lawson was with him and outsprinted him to the line. Lawson and Macfarland took the lead in the second heat, which also was at one mile. At the half mile, Pye shot down the bank to the pole with such a jump that he lost Clarke. He circled the track for two laps like a demon, with his partner vainly trying to catch him, as were Lawson and Macfarland. Then he blew up and left Clarke to fight it out alone. Macfarland also was spent, and turned the rest over to Lawson who outjockeyed Clarke in the remaining lap and a half, and, in the desperate finishing sprint, beat the Rocket by about two inches.

An accident marred the one mile handicap, when in a trial heat Russell Brazier fell, his right leg being torn to the bone by a splinter. The race was won by Colvin, while the unknown distance amateur went to Young. The summaries:

One mile handicap, amateur—Won by Colvin; second, Gemple; third, Huey; fourth, Cox. Time, 2:12⅗.

Half mile open, professional—Won by Walker; second, DeMara; third, Duer; fourth, Hopper. Time, 0:58⅗.

Unknown distance lap, amateur—Won by Young; second, Gemple; third, Huey; fourth, Redberg. Distance, 3 miles 1 lap. Time, 6:53⅘.

Two miles handicap, professional—Won by Diefenbacher; second, DeMara; third, Walker. Time, 3:41.

Team match race, Macfarland and Lawson vs. Clarke and Pye—First heat, one mile, won by Macfarland and Lawson. Time, 2:38. Second and deciding heat, one mile, won by Macfarland and Lawson. Time, 2:37⅘.

TWO MIXED MEETS AT DENVER

One of them for Charity's Sake has Many Queer Prizes—Honors Shared by Many Riders.

With canary birds, candy, dairy lunch meal tickets, orders for shaves and haircuts, gold picture frames, baseball tickets and trousers among the prizes for the contestants, a mixed motorcycle and bicycle meet was held at the Tuileries Park, Denver, Col., on Saturday, 23d inst., as a benefit for a local newspaper's "ice fund." Eleven events constituted the program, of which seven were for the cycle racers and four for the motorcyclists. Watson proved the star performer of the cyclists, winning three of the five numbers to which he was eligible, and getting second in a fourth, while Duffy and Freck graduated in the two miles and the one lap novice events, respectively. Leading the motorcycle contingent, Cassady accounted for two of the four events for the gasolene boys.

The summaries are as follows:

One mile, bicycle—Won by Watson; second, Williams; third, Moberly. Time, 2:47.

Three miles, motorcycle—Won by Cassady; second, Bowen. Time, 4:21.

Unlimited pursuit, bicycle—Won by Watson; second, Williams; third, Moberly. Time, not given.

Two miles novice, bicycle—Won by Duffy; second, McQuiddy. Time, 6:06.

Five miles, motorcycle, amateur—Won by Bowen; second, Cassady. Time, 5:35⅕.

Two miles, bicycle—Won by Moberly; second, Watson; third, Williams. Time, 6:14⅖.

Five miles time trial, belt-driven motorcycle—Albright. Time, 5:09.

One mile, bicycle—Won by Williams; second, Burgerman. Time, 3:01.

Five miles time trial, chain-driven motorcycle—Cassady. Time, 5:33.

Four miles relay, bicycle—Won by Watson; second, Williams. Time, 10:30.

One-third mile novice, bicycle—Won by Freck.

Riding neck and neck at considerably more than a mile a minute, and finishing their five miles motorcycle race in a dead heat, was the thrilling spectacle that Boyd and Armstrong gave the fans at the Tuileries track, Denver, Col., on Sunday, 24th inst. The distance was made in the fast time of 4 minutes and 49 seconds. The ovation which they received was unrestrained. To settle the tie, they agreed on a one mile conclusion, which Armstrong won in 56 seconds, with Boyd right on his heels. Four other motorcycle events were included in the program, together with a two miles bicycle number, which Watson captured. The summaries:

Two miles, bicycle—Won by Watson; second, Moberly. Time, 5:30.

Three miles, motorcycle, single cylinder, amateur—Won by Cassady; second, Swartz. Time, 4:25.

Three miles, motorcycle, professional—Won by Boyd; second, Wolters. Time, 3:41⅖.

Five miles, motorcycle, twin cylinder, professional—Won by Fleckenstein; second, Albright. Time, 6:15.

Five miles, motorcycle, free-for-all—Dead heat between Boyd and Armstrong. Time, 4:49. One mile run-off—Won by Armstrong. Time, 56 seconds.

Collins and Chelini Headliners at Concord.

Although no fast time was made because of a strong wind, the San Francisco (Cal.) Motorcycle's race meet at Concord, 26 miles from the Golden Gate, on Sunday, 24th inst., provided exciting sport for the large crowd which attended. W. G. Collins and A. Chelini, of San Francisco, were the topliners. Collins on an Indian captured the five miles handicap from scratch in 5:59, good time for a mile dirt track. He also rode a mile again time in 1:00⅕, the fastest of the day. Chelini won the two miles novelty and defeated Collins in a five miles match. The club netted a neat sum, which will be added to the building fund. The summaries:

Five miles open, singles—Won by H. Konitsky, Thor; second, John Ruggero, Excelsior; third C. Gunn, Indian; fourth, E. Stone, Thor. Time, 7:03.

Three miles, twin tandem—Won by Broderick and Letcher, Indian; second, Gallagher and Conley, Yale; third, Nelson and Williams, Merkel. Time, 4:02⅖.

Two miles novelty, twins—Won by A. Chelini, Indian; second, M. Costello, Indian; third, B. Broderick, Indian; fourth, L. W. Letcher, N. S. U. Time, 2:56.

One mile against time, W. G. Collins, Indian—Time, 1:00⅕.

Five miles handicap, open—Won by W. G. Collins, Indian (scratch); second, B. Broderick, Indian (35 seconds); third, M. Costello, Indian (35 seconds); fourth, R. Williams, Indian (35 seconds). Time, 5:59.

Five miles match, W. G. Collins vs. A. Chelini, Indians—Won by Chelini. Time, 5:45.

Five miles, private owners—Won by G. Bauer, Thor; second, C. A. Land, Indian; third, W. Green, Thor; fourth, C. Gunn, Indian. Time, 6:45.

Five miles, twins—Won by R. Williams, Indian; second, M. Costello, Indian; third, W. Green, Thor. Time, 7:11.

San Antonio Club Chooses Officers.

At its last regular meeting, the San Antonio (Tex.) Motorcycle Club elected the following officers for the ensuing term: M. L. Miller, president; A. F. Correvon, recording secretary; W. S. Hall, financial secretary; J. M. Anderson, treasurer, and C. L. W. Huser, captain.

DEMARA PLAYS ROUGH RIDER

As a Result he is Disqualified and Decides to Leave Salt Lake—Clarke First in Grand Scramble.

Salt Lake City, July 23.—Walter DeMara gave the Salt Palace crowd such an exhibition of rough riding last night that they blinked their eyes to discover whether it was really a bicycle or an untamed mustang that he was using for a mount in his match race with Gordon Walker. Apparently he could not make his wheel behave, and Referee Conley finally laid a heavy hand on him for his tactics and awarded the match to Walker, without its being completely run off. Consequently DeMara thinks that he himself is the victim of "rough riding," and he is so out of sorts with the referee, the track management, the other riders and the fans that he is going East, where he hopes he will be appreciated.

The match was in one mile heats, single paced, and so persistently and offensively did DeMara butt Walker all over the track, that the officials twice declared the heat "no race," and it was not until he tamed down in the third try that he won the heat. In the second heat DeMara swung directly across Walker's path at half a lap to go, almost driving him over the bank, and as it was not a French style race the referee promptly awarded the $50 first money to Walker by disqualifying the offender, who thereupon became awfully peeved.

Laps at $2 each made the five miles pro open race a grand old scramble, so fierce that only Macfarland, Clarke, Lawson, Walker, Diefenbacher and Dorlan lasted for the finish. Clarke jumped around Macfarland a few yards from the tape and copped the biggest money, giving Lawson third, with Walker and Diefenbacher collecting the remaining cash. Colvin, by heady riding, trimmed the best of the amateurs in a two miles battle royal, while Taylor was strongest of heart in the amateur pursuit. A mile handicap for the pro's afforded Diefenbacher (90) and Brodbeck (105) a chance to try out a sturdy little teaming act that they have perfected, and which brought Brodbeck the winner's purse, with his mate in second place. The summaries:

Two miles, amateur—Won by Colvin; second, O. Smertz; third, Gemple; fourth, Huey. Time, 4:12⅗.

One mile McFarland handicap, professional—Won by Brodbeck (105); second, Diefenbacher (90); third, Dorlan (110); fourth, Lawson (scratch). Time, 1:47⅖.

Unlimited pursuit, amateur—Won by Taylor; second, Wessley; third, Herman; fourth, Givlin. Distance, 2 miles 7 laps 160 yards. Time, 7:03⅕.

Five miles, professional—Won by Clarke; second, Macfarland; third, Lawson; fourth, Walker; fifth, Diefenbacher. Time, 10:24⅗.

MOTOR PACE PLEASES BOSTON

Collins Captures Fine Six-Cornered Contest —McCarthy and Thomas Best in Shorter Revere Races.

Motor paced racing has a peculiar attraction and unfailing interest for the Boston fans, either in spite of or because of the tragic accidents which they have reason to associate with it. Consequently more than 5,000 people were on hand at the Revere cycle track, at Boston, on Friday night, 23d inst., chiefly to see the six-cornered 20 miles motor paced event which was the star number of the program, and in which Elmer Collins, of near-by Lynn, triumphed.

In the first trial heat, at 5 miles, Carlo Vanoni made a quick get-away from a standing start, and although Peter Drobach, his opponent, closed with him after a lively chase, Vanoni was able to finish in front by 15 yards. Clarence Carmen threatened to shut Collins out in the second of the trial heats, opening a quarter lap on him in the first mile. Collins spent the second mile trying to get it back. In the third mile Carman's motor stopped barking, and in the changing of machines he lost three laps, which Collins gave him no chance to recover. Frank Galvin and George Wiley brought the crowd to its feet in their battle to qualify. Galvin gained 40 yards the first mile. On the third mile Wiley had won it back and later tried to pass. Side by side for four laps they fought it out, with the crowd crazy, until Wiley finally crawled to the front.

Failure of his motor put Vanoni out at two miles in the final, although he had half a lap on Collins and Wiley, who were busy watching each other. At five miles Collins tore down to the pole, taking the lead from Wiley and opening a gap. Wiley trailed until the eleventh mile, when he found Collins asleep and came alongside for a pass. His rival woke up too soon, however, and Wiley lost his pace for a moment in the scramble. In the thirteenth mile he tried again, but Collins had an eye open and met the sprint. The rest was plain grinding, with Collins finishing almost a lap ahead in 30:25⅕.

Hardly had the smoke of the starting gun cleared away before it became apparent that the scratch men did not have a chance in the one mile repechage handicap for Class B professionals, as the long markers were tearing off a terrible pace. They kept it up until the bell, when with everything to themselves they jockeyed for the sprint position. Lloyd Thomas, of San Francisco, a 75 yards man, broke loose in the stretch and was the first man over, with Edward Hollister, of Springfield, and D. Connolly, of Everett, Mass., at his heels.

Such a whirlwind of sprinting developed in the five miles open for Class B riders that out of 20 starters 16 of them were ridden off their feet and had to drop by the wayside. The last mile was the "killer," man after man dropping out in the trail of the runaways, leaving only four for the finishing laps. Riding blindly, Fred McCarthy kept pounding ahead through the bell lap until he crossed the line the winner, with Philip Wright leading Hollister for second, and Ernest Jokus thankful that he survived for fourth money. The five miles was covered in 11:01⅘. which, while not a record, is something for the Erie railroad to think about. The summaries:

One mile repechage handicap, Class B professional—Won by Thomas (75); second, Hollister; third, Connolly. Time, 2:01⅕.

Five miles open, Class B professional—Won by McCarthy; second, Wright; third, Hollister; fourth, Jokus. Time, 11:01⅘.

Twenty miles motorpaced race—Won by Collins; second, Wiley; third, Vanoni. Time, 30:25⅕.

Kramer Tries for Record and Fails.

So grateful and tickled were the local fans when Frank Kramer recently broke the 25 miles unpaced competition track record for them that Kramer attempted another record breaking stunt at New Haven, Conn., on Wednesday night, 27th inst., in a quarter mile trial against time. He failed, however, by as much as a second, his time being 24⅘ seconds, as against Iver Lawson's mark of 23⅘ seconds. In the five miles open for Class A professionals he made up for the failure by winning easily from Patrick O'Sullivan Hehir and John Bedell. The Class A riders had another whirl, in a mile handicap, which Carlo Vanoni (60) made his very own; Alfred Goulette, from 20 yards, was the runner-up, with William Palmer (100) in third money.

For the Class B professionals a three miles open and a half mile handicap were provided. Philip Wright took the former, despite a battle from Ernest Jokus, and the handicap gave Martin Ryan (40) a chance to bring home the bacon, although Chris Scheller gave him a tussle for it. Charles Turville, in a three miles motor race, silenced James Hunter's claims that his machine is faster than Turville's. Summaries:

Quarter mile record trial—Won by Kramer; second, Crebs and Krebs tied. Time, 24⅘.

Half mile handicap, Class B—Won by Ryan (40); second, Scheller (20); third, Smith (scratch). Time, 1:00.

Mile Handicap, Class A—Won by Vanoni (60); second, Goulette (20); third, Palmer (100). Time, 2:00⅗.

Three miles open, Class B—Won by Wright; second, Jokus; third, Smith. Time, 6:40.

Five miles open, Class A—Won by Kramer; second, Hehir; third, John Bedell. Time, 10:30.

Three miles motor race—Won by Turville; second, Hunter. Time, 3:55.

FOGLER FOLLOWS THE MOTOR

Tries it and Proves Equal to the Job on Newark Track—Bardgett Sprint Steals Handicap.

Just to show what a poor opinion he has of paced riding, and that he regards it as a kind of refuge for has-beens or for riders who find the sprint game too fast, Joseph Fogler took a turn at it himself on Wednesday night, 27th inst., at the Newark Velodrome, and trounced a bunch of pace followers who have been going in for this style of racing quite seriously of late. With James Hunter operating the motor, Fogler ran away from the others from the start, not only in the heat but also in the semi-final and the final, which latter was for five miles. George Wiley, who now ranks as a veteran pace follower, was the only one to dispute Fogler seriously in the final. He tried to pass him at two miles and again at three miles, but lost his pace both times and was 20 yards to the bad at the finish. Carlo Vanoni was third, because he had qualified, but he only rode about three miles in the final. Fogler's time was 8:10⅗.

Walter Bardgett, from 125 yards, uncorked a sprint which gave him the Class A professional mile handicap. Worthington Longfellow Mitten and Albert Crebs, both of whom had been in the same qualifying heat with him, finished second and third, respectively. Kramer had been in their heat, too, and could have qualified for the final as fourth man in the fastest heat if he had not dropped out when he found he could not catch the limit men.

Coming from nowhere, Peter Drobach, with Menus Bedell on his wheel, made a rush to the front at the last turn, in the two miles invitation for Class A professionals, but was not able to hold the lead into the stretch, where Menus jumped out and showed his back to the pack all the way to the tape, while William Palmer outpumped Floyd Krebs for second place. The Class B riders appeared in a two miles open. This event was a victory for Philip Wright, of Salt Lake City, in a struggle against Fred McCarthy and Jacob Magin, who finished second and third, with E. J. Hollister in fourth place. The time was 4:19⅘.

Rain sprinkled the amateurs in their half mile open, but it did not divert Jerome Steinert from the job of getting to the line ahead of Earl Adams, a colored rider. The latter was at Steinert's elbow all the way and finished not more than half a wheel behind, the time being 1:01⅕. The summaries:

One mile handicap, professional Class A—Won by Bardgett (125); second, Mitten (100); third, Crebs (130); fourth, West (30); fifth, Hehir (25); sixth, Floyd Krebs (80). Time, 1:50⅖.

Half mile open, amateur—Won by Steinert; second, Adams. Time, 1:01⅕.

Two miles open, professional Class B—Won by Wright; second, McCarthy; third, Magin; fourth, Hollister. Time, 4:19⅘.

Two miles invitation, professional Class A—Won by Menus Bedell; second, Palmer; third, Floyd Krebs; fourth, Drobach; fifth, Rupprecht. Time, 4:34.

Five miles motorpaced, professional Class A—Won by Fogler; second, Wiley; third, Vanoni; fourth, Hill; fifth, Fred Wells; sixth, Lawrence. Time, 8:10⅗.

New Jersey Motorcyclists at Ryle Park.

With the Sunday meets at Guttenberg temporarily suspended, the New Jersey Motorcycle Club has entered the field as purveyors of Sunday racing, and held the first of its weekly functions at Ryle Park, near Paterson, on Sunday last, 24th inst. Despite the absence of an opposition attraction, the meet drew a slim crowd, but some good sport was provided. The summaries:

Three miles match, Roy Pascal, Indian, vs. C. W. McDougall, Indian—Won by Pascal. Time, 4:54⅕.

Three miles match, William James, Indian, vs. Watson Kluczek, Harley-Davidson—Won by James. Time, 5:03.

One-eighth mile slow race—Won by George Fawcett, Vindec Special; second, John Davis, Yale; third, William Kearsley, Indian. Time, 1:35.

One-half mile novelty—Won by Roy Pascal, Indian; second, Watson Kluczek, Harley-Davidson. Time, 0:51.

Ten miles handicap, 50.00 cubic inches—Won by Percy Drummond, Indian (scratch); second, William James, Indian (1:10); third, Watson Kluczek, Harley-Davidson (1:40). Time, 15:40⅖.

Ohio to Supply Fine Road Maps.

As a result of a quite unusual act of philanthropy on the part of the Ohio legislature at its last session, cyclists and motorists soon will have an opportunity to procure a complete set of road maps of the Buckeye State at cost, instead of paying fancy prices for them, as usually is the case when legislators set the prices for things the motorist or cyclist must or should have. In accordance with the law enacted by the Ohio Solons the maps are now being printed and will be ready for distribution early next month. They will contain extensive and valuable road data of all counties, the character of road being indicated by colors, and will sell for $1.50. They will be supplied by the Secretary of State at Columbus.

Telling Heads Cleveland Motorcyclists.

Officers for the coming year were elected by the Cleveland (O.) Motorcycle Club last week as follows: William Telling, president; P. H. Sheridan, vice-president; H. T. Tucker, recording secretary; Will Howe, financial secretary; L. J. Mueller, treasurer.

DEROSIER GOES AGAINST AN OX

Freak Race at Salt Lake Motordrome—Derosier Beats the Ox, an Amateur, but Succumbs to Whittler.

Salt Lake City, July 26.—In view of the fine distinctions now being made by the F. A. M. and its declared control of motor paced bicycle racing, the race meet which occurred last night on the Wandamere motordrome created another grave issue, i. e.: Who controls oxen competition? For Jake Derosier competed against an ox and therey added another to his long list of victories. The ox was an amateur, but, so far as known, it had not been registered by any organization, and as a result some discussion has been provoked involving Derosier's status. The ox was teamed up with a horse attached to a prairie schooner, and Derosier undertook to ride 25 laps while the ox and its team-mate ambled one lap. Derosier performed the feat, as stated, and the ox still lives. The event, if it may be so called, and which will require a judicial mind to define, provoked laughter, of course.

The battles between Derosier and Whittler again provided most of the excitement. They met in two events and in both Whittler cleverly took Jacob's measure. In the ten miles handicap they both started from scratch, but Derosier quit at half distance and Whittler went ahead and won although giving away handicaps of four laps (1⅓ miles). Senhouse was second and Clayton third. In what was styled a five miles match race, Whittler and Derosier conceded one lap start to Theo. Samuelson. The two chief rivals were not disposed to make the running and jockeyed so much that Samuelson had no trouble in winning. Whittler forced Derosier to set the pace and hung at his rear wheel until the 12th lap, when he made a bid for the lead. Derosier met his challenge, but when Whittler came again on the last lap he was not to be denied and beat Derosier handily, while the immense crowd went wild for joy. W. E. Samuelson won an invitation race that provided pocket money for the second raters, while Charles Balke accounted for the trade rider event. Lon Claflin and W. E. Thomas divided the amateur races. The summaries:

Three miles amateur—Won by Lon Claflin; second, R. B. Archbold; third, L. Galeazzi. Time, 3:20.

Four miles trade riders—Won by Charles Balke; second, Raymond Seymour; third, Al Ward. Time, 3:26⅗.

Four miles professional invitation—Won by W. E. Samuelson; second, Steve Senhouse; third, George S. Clayton; fourth, Hal McCormack. Time, 3:19⅕.

Five miles handicap—Won by T. M. Samuelson (one lap handicap); second, Whittler (scratch); third, Derosier (scratch). Time, 3:48.

Six miles amateur—Won by F. W. Thomas; second, R. Seymour; third, L. Claflin; fourth, Al Ward. Time, 5:12⅕.

Ten miles professional handicap—Won by Whittler (scratch); second, S. Senhouse (four laps handicap); third, S. G. Clayton, Jr. (four laps). Time, non-official.

Morgan & Wright Motorcycle Tires

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

MORGAN & WRIGHT
DETROIT

Pursuit Race Goes Over 21 Miles.

Indianapolis riders made a clean sweep at the motorcycle meet held at the fair grounds half mile track, Noblesville, Ind., on Sunday, 24th inst., winning all four events. Erwin Baker, riding an Indian, was the most successful of the visitors, capturing two firsts and the time trials. The remaining event, five miles for private owners, was won by O. M. Jones, Excelsior. In the pursuit race, which was the stellar event, Baker had a long chase for the prize, Jones holding out for 21½ miles. A large crowd witnessed the races. The summaries:

Five miles, private owners—Won by O. M. Jones, Excelsior; second, Stewart, Harley-Davidson; third, Shelley, Merkel. Time, 8:34.

Five miles open—Won by E. G. Baker, Indian; second, O. M. Jones, Excelsior; third, Stewart, Merkel. Time, 6:51⅘.

Unlimited Pursuit—Won by E. G. Baker, Indian; second, O. M. Jones, Excelsior; third, Stewart, Merkel. Distance, 21½ miles. Time, 29:55.

Mile time trials—Baker, Indian, 1:20⅗; Jones, Excelsior, 1:21.

Half mile time trials—Baker, Indian, 0:38⅘; Jones, Excelsior, 0:39⅕; Stewart, Merkel, 0:41.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

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The quality of the

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It includes Power, Speed, Comfort, Economy of Maintenance and Positive Reliability and Steady Service.

Watch the returns from every road or track test that tries the qualities of the standard pattern stock machines such as are delivered to the buyer.

The Excelsior Leads Every Time

There are now 10,000 Excelsior riders in the United States and all are satisfied.

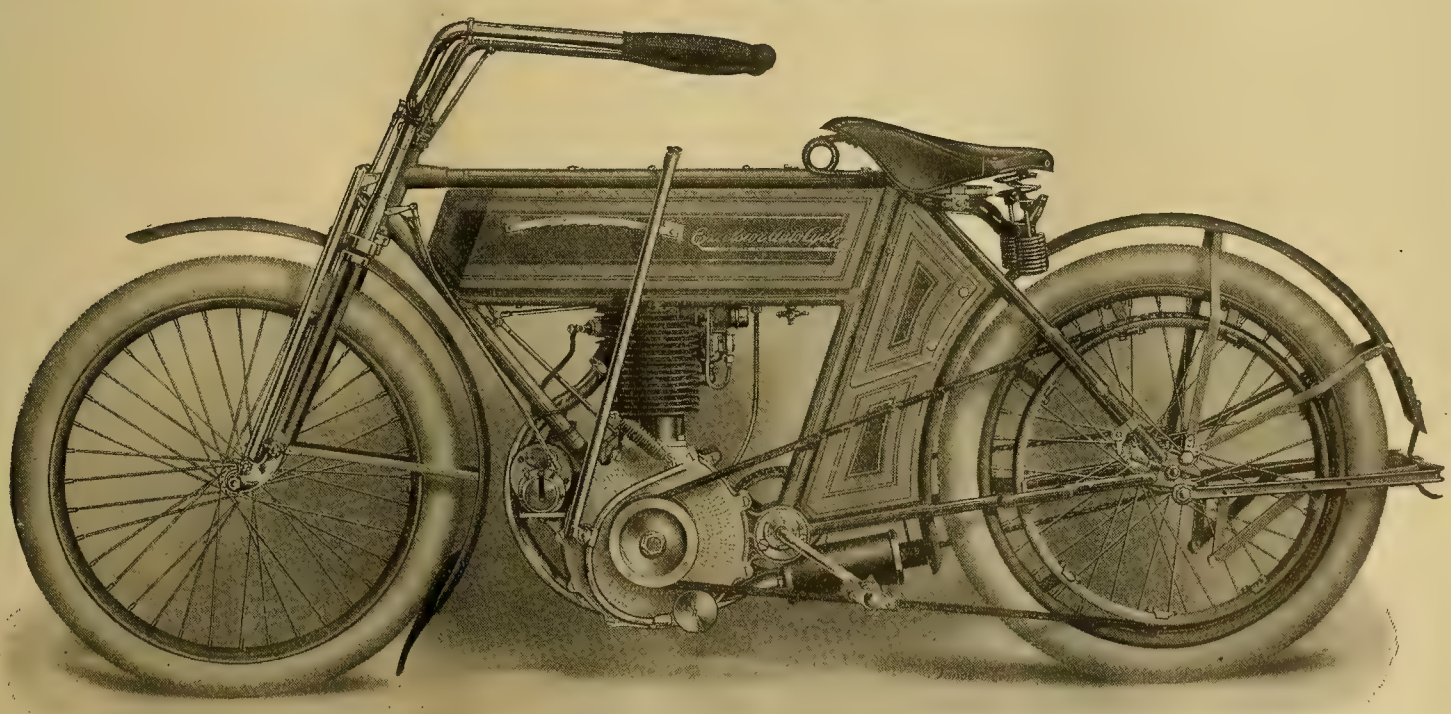
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CORRESPONDENCE

Connecting Ground Wire to Battery.

Editor of the Bicycling World:

How should the ground wire be connected to a set of three cells in a motorcycle? Should the ground wire be connected to the negative end of the battery?

C. W. REID, St. Joseph, Mo.

[It makes no difference which battery terminal is used for the ground connection. In theory and in fact it is a good plan to reverse the connections once in a while, as it will serve to overcome any tendency to pitting of the platinum points of the contact breaker.]

Meaning of the Word "Repechage."

Editor of the Bicycling World:

Be kind enough to enlighten me as to the meaning of the word "repechage," which I have seen several times in connection with bicycle races? Dictionaries are silent as to it. An answer in your paper would be most appropriate.

E. FISCHER, Jersey City, N. J.

[The word "repechage" is a derivation of the French verb "repecher," the literal meaning of which is "to fish up again." In bicycle racing a "repechage heat" merely is an additional heat for non-winners in trial heats in order to give them another chance to qualify for the semi-final or final heat, as the case may be. In this country, however, the word has lost much of its meaning and is applied to races without regard to its appropriateness.]

Unequal Lubrication of Cylinders.

Editor of the Bicycling World:

I ask your help in a little trouble, as follows: I have a 1910 twin Indian, and when the mechanical oiler is adjusted properly the rear cylinder gets so much oil that it fouls the plug and causes missing, while under the same conditions the front cylinder gets very hot. When the engine cools down after the machine has run a few miles it cannot be restarted until some coal oil is put into the front cylinder to limber it up. Can this difficulty be remedied, and if so, how?

M. P. BALTIMORE, Albany, Ore.

[It is barely possible that the rings on the rear cylinder do not fit properly and so permit an excess of oil to be fed to the cylinder walls; if so, the unequal compression of the two cylinders will reveal the source of the difficulty. It is more likely, however, that the trouble arises from the natural tendency of the crank to throw more oil into the rear cylinder than into the forward one. To remedy this condition, file away a portion of the ledge that surrounds one-half of the base of the front cylinder so as to permit more oil to be thrown up, and also replace the baffle plate, which partially closes the opposite half of the rear cylinder, with one having a slightly greater amount of area. In determining just how much to take out of the front cylinder and how much to add to the rear one, proper judgment will have to be exercised, and possibly a little experimenting will have to be done before the result will be just right.]

Causes of Carburetter Troubles.

Editor of the Bicycling World:

I cannot get proper power out of my carburetter and I will be grateful if you can give me some light on its action. After working all right for a while it began to give trouble, so I sent it back to the factory, from which it was returned with a new needle valve and spray plug. After putting it on my machine I found the motor would not start until I closed the auxiliary valve and would not run until I closed the the auxiliary air valve, and would not run at any time without it closed. But when I opened the throttle a little over one-quarter the motor would stop at once. If I pushed down the priming pin, however, it would speed up and continue to run for a short time. The carburetter is a 1909 R-S fitted on the model "I" machine. I changed the level a little and it ran better on the throttle, but I am not certain of knowing exactly how to do it. Bending the levers up or down I think should change the height of the fuel level. Please let me know where I could get a good book on regulating and repairing carburetters.

C. G. SPRECHER, Mt. Airy, Md.

[Your trouble apparently is due to a weak mixture. Remove the spray plug and thoroughly clean the passages in it, making sure that they extend clear through to the stand-pipe. Before replacing the plug see that the float levers are bent to exactly the same angle and in such a way that the fuel will come about 1-16th of an inch below the top of the stand-pipe when the needle valve is closed. Then replace the plug and try the engine. If it still refuses to speed up without the priming pin being depressed, remove the plug again and enlarge the openings very slightly to permit the admission of more fuel.

"Care and Repair of Motorcycles," published by The Bicycling World Co., has an instructive chapter on the care of the carburetter, but there is no book devoted wholly to the subject.]

"Great Minds Run in the Same Channel."

Editor of the Bicycling World:

In many papers and magazines which in these latter days are picked up anywhere we frequently find this advertisement: "Patent your ideas," a suggestion which has caused me to wonder if my failure to think my ideas worth patenting, makes me amenable to the patent laws. To state my case, I may say that in 1908 I purchased a 3 horsepower Erie motorcycle, and a little later became a subscriber to the Bicycling World and Motorcycle Review, from which I have imbibed many helpful pointers.

Often I wished for a rear stand when on the road, and as a portable one was out of the question, I made one after a notion of my own, attaching it to the rear axle and it is almost identical with the one illustrated in the advertisement of Henry T. Adams Co. in Bicycling World and Motorcycle Review, and now marked "Patented 1909." Mine, however, improves upon this illustration, in that I secured two long spiral springs, such as are used on screen doors to hold them shut, bored a hole at the bottom of the Y formed in the stand and inserted one hook of the spring. Then from about 4 inches above that point I threaded the spring on to the rear mud guard support, raising the stand to the height I wished to carry it, I cut off the spring and secured the end under the nut at top of mud guard. I do not have to raise my stand with the foot. Later, I put a catch at the bottom of mudguard to keep the stand from swinging on the springs, as is now found on many 1910 stand supports. This device I myself and a friend who rides a 1908 Armac used all of last year on our machines very successfully.

About the first of 1909 I chanced to see a clock fastened to the dashboard on an automobile, and the thought came to me at once that that was a pretty slick notion. So I bought a "Dollar" watch and a tin "pill box," placing some heavy rubber in the bottom of the box, cut out the box cover and also a hole in the side for the stem, placed a rubber gasket around the face of the watch and soldered the cover fast. When completed I had identically the same article as is now called "Quick Action Handle Bar Watch Holder," underneath which is the statement, "Patent applied for."

I have used the stand as equipped for 18 months or more, and the watch holder during 1910, but never thought there was anything in them to get a patent on.

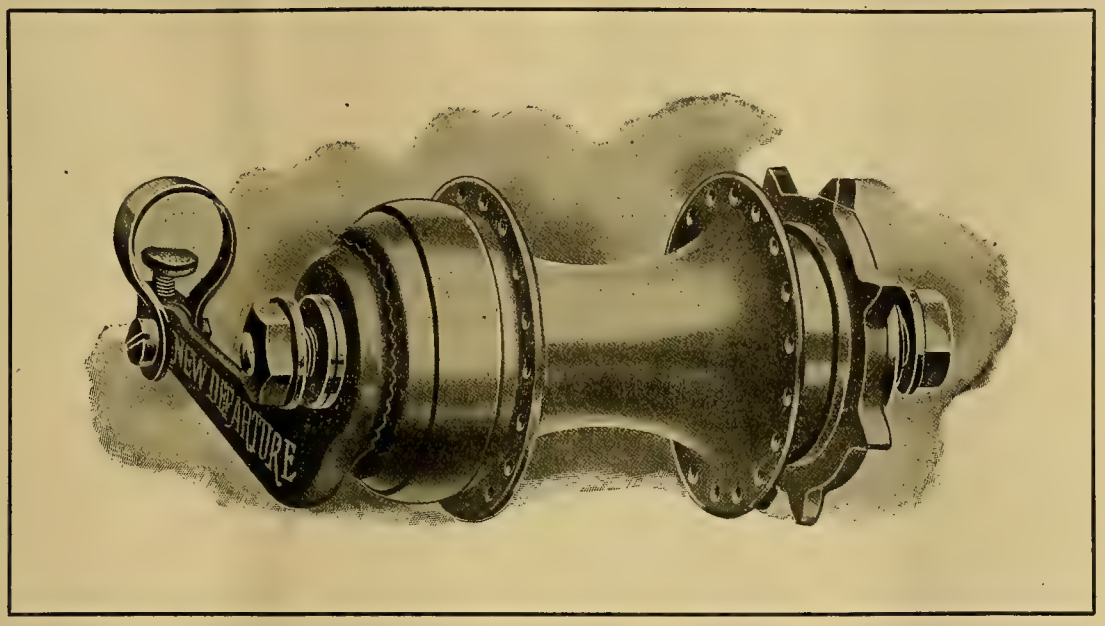
Early this season I placed an N. S. U. two-speed free engine pulley on my motor, and the increase in the pleasure of my outings cannot be moderately described, as now I realize the difference between a "possibility" and a "certainty;" for, when it comes to the stiff grades where with my light 3 horsepower Erie I used to walk and cuss, I now ride and whistle. For the man who has ever used one, the two-speed pulley has come to stay.

SUBSCRIBER, Burke, Idaho.

Due to transposition of the term "Fourth Year" in the Hendee Mfg. Co.'s advertisement, which appeared July 16th, it was made appear that they were claiming that the Indian had won the Brooklands' 168 miles race for the fourth time, when, as a matter of fact, this year was the first time that event had been run. The words "Fourth Year" applied to the Autocycle Union's six days' reliability trials to which the advertisement in question also made reference.

"New Departure Coaster Brake is the most satisfactory article we ever sold"

writes one of the largest dealers in the Middle West.



We are receiving similar letters every day. For instance, a New York State dealer says, "I have sold no other coaster brake the last five years, have used one myself for eight years and am still running it without repair." A Galveston dealer has "discarded all other brakes in favor of New Departures." From California comes this, "We hav'nt yet found a defect in any we have sold." And so we might go on quoting from a stack of letters received the last few days from dealers all over the land.

The Simple Mechanism and Absolute Reliability of New Departures Have Made Them Popular.

Write today for Catalog, "Business Winners" and free advertising matter

THE NEW DEPARTURE MFG. CO., Bristol, Conn.

Coaster Brake Licensors

RECENT PATENTS.

952,326. Carburetter. Franklin W. Hagar, Nashville, Tenn. Filed Oct. 1. 1908. Serial No. 455,712.

1. In a carburetter of the type set forth, in combination, a shell having a mixing chamber therein, a liquid supply nozzle located centrally and axially of said mixing chamber, said mixing chamber having an inlet for air and an outlet for gas, a strangler part movable freely and axially of the mixing chamber, a companion relatively stationary part concentric to the strangler part and defining therewith a throat-way through which air passes prior to its mixture with the liquid fuel discharged from said nozzle, one of said parts having an inclined face forming a wall of said throatway, said strangler part being moved by the influence of the suction in the mixing chamber, to proportionately increase the effective size of said throatway and exteriorly manipulate manually operated means for adjustably moving said strangler part in the direction of its movement by suction influence and for supporting said strangler part in the positions into which it is adjustably moved.

952,622. Coaster Brake. Woodford R. MacGuyer, Waterbury, Conn., assignor to The New Departure Manufacturing Company, Bristol, Conn., a Corporation of Connecticut. Filed Nov. 18, 1908. Serial No. 463,228.

1. In a bicycle or the like, a frame, a wheel hub supported thereon, a brake plate, a brake for said hub supported upon said plate, a brake anchor supported upon said frame and provided with a socket opening upon an edge of said anchor, and a tongue upon said brake plate and slidably received in said socket of said anchor; substantially as described.

952,647. Chain Guard and Silencer. Samuel M. Sorensen, Chicago, Ill. Filed Feb. 24, 1908. Serial No. 417,522.

A chain guard comprising a trough shaped belt of flexible material, co-acting means at the ends of the belt adapted to vary the tension of the belt on the chain and to retain the belt on the chain and a stationary guard inclosing three sides of the belt, one of said sides being the open part of the belt.

951,880. Coaster Brake. Fred W. Fee, Chicago, Ill., assignor of one-half to Samuel F. Klohs, Chicago, Ill. Filed March 23, 1908. Serial No. 422,591.

1. In a coaster brake the combination of an elongated driver member having adjacent one end a pocket and adjacent its other end an inclined recess, a shell on the driver, the shell having an inclined recess arranged adjacent said pocket, a brake sleeve within the shell at a point adjacent the recess of the driver, a roller interposed between the inclined recess of the shell and the pocket of the driver, and an auxiliary roller interposed between the brake sleeve and the inclined recess of the driver, the parts being constructed and arranged whereby as movement is imparted to the driver in one direction one of said rollers will be rendered active and when movement is imparted in the opposite direction the other roller will be rendered active, for the purpose described.

951,137. Crank Shaft and Crank Shaft Bearing for Bicycles. William L. Lowrance, Lewisburg, Tenn., assignor to The Miami Cycle and Mfg. Co., Middletown, Ohio, a Corporation of Ohio. Filed Feb. 13, 1906, Serial No. 300,906. Renewed April 29, 1907. Serial No. 370,838.

1. In a crank and crank shaft bearing, the combination of a crank hanger, independently adjustable bearing rings arranged therein, said rings having a sliding engagement at their inner ends permitting them to have independent longitudinal and rotative movement and being provided at their outer ends with bearing portions, cranks having co-operating bearing portions, bearing balls between said bearing portions, a crank extending through the bearing members and comprising sections carried by said cranks, and means detachably connecting said crank sections.

951,014. Bicycle Saddle. Arthur F. Lang, South Jacksonville, Fla. Filed Nov. 8, 1909. Serial No. 526,802.

1. In a bicycle saddle, the combination of two hinged seat sections having depending laterally extending arms at their front extremities, and a yoke means to which the said arms are adjustably connected.

953,126. Brake for Motor Driven Cycles and other Vehicles. Henri Defaux and Armand Dufaux, Geneva, Switzerland. Filed Sept. 25, 1908. Serial No. 454,734.

1. A brake comprising a support having a circular flange, a pair of segment-shaped brake shoes, springs to force the brake shoes in engagement with the flange, a link on one end of one of the brake shoes, a stud passing through the other abutting end of the adjacent brake shoe, an arm on the stud, manually operated means for turning the stud to force the brake shoes from the flange of the support, and a brake band surrounding the brake shoes and adapted to be engaged by them when they leave the support.

953,688. Back Pedaling Coaster Brake. Clayton E. Forsyth and Frederick S. Ellett, Elmira, N. Y., assignors to Eclipse Machine Company, Elmira, N. Y., a Corporation of New York. Filed Feb. 13, 1908. Serial No. 415,726.

1. In a back pedaling coaster brake, the combination with a supporting shaft, of a wheel hub; a driver therefor; a brake anchor; an expansible split ring, normally disconnected from the anchor; a lever, extending from the driver into the brake ring; a sleeve upon the axle, supporting the expansible ring and provided with means to engage the anchor, and having a shoulder to receive the longitudinal thrust of said lever in the direction of the anchor, whereby the sleeve is brought into engagement with said anchor; means for connecting said sleeve and expansible ring revolubly together; separated shoulders on the driver, that engage the lever on forward driving and back pedaling, respectively, to expand the split ring; and means carried by the driver, and adapted on back pedaling to engage the lever to move it longitudinally in the direction of the anchor; substantially as shown and described.

953.697. Wheeled Vehicle. John Kuebodeaux, Crowley, La., assignor of one-half to Daniel Pierce Haven, Crowley, La. Filed Sept. 4, 1909. Serial No. 516,281.

In a device of the character described, a frame, a plurality of wheels, a fork for each of said wheels bent upon itself at the ends for forming offset portions, means passing through said offset portions and part of said frame for pivotally connecting said frame to said forks, and cushioning means secured to each of said forks and to said frame.

954,664—Variable Gear and Brake Mechanism. James Archer, Nottingham, England. Filed Nov. 13, 1906. Serial No. 343,300.

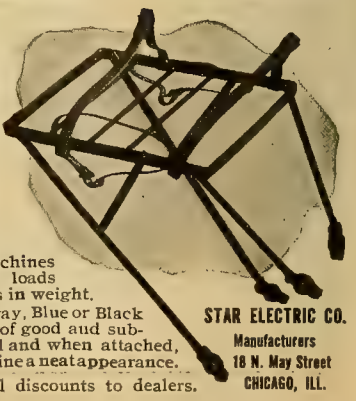
In the hub of a bicycle wheel or the like, the combination of an arrangement of variable speed gear capable of giving or allowing of three speeds, a back-pedaling brake and a sleeve having a spiral groove on its inner face, this latter being designed to engage either the hub or the brake according to the direction of rotation of the gear, and the said gear comprising two sets of planetary pinions, and two sun pinions whereof one is fixed and the other free to be moved endwise and be clutched either to the hub axle or the driving member, or lie clear of both, a planet pinion carrier by which one of the sets of planetary pinions is carried and on which is formed a screw-thread corresponding to the spiral groove in the said sleeve, a drag friction device acting on the sleeve, a gear ring in one with the driving member and meshing with the pinions carried by the said carrier, a further gear ring meshing with the other set of planetary pinions which are carried by the driver, and ratchet mechanism between this last named ring and the hub by which the ring transmits the motion of the pedals for the high and normal speeds, substantially as herein set forth.

954,665. Variable Speed Gear. James Archer, Nottingham, England. Filed Nov. 16, 1906. Serial No. 343,776.

1. In a variable three speed gearing for velocipedes, a wheel hub and a fixed axle therefor, a driving member, and two independent sets of epicyclic gearing, these latter being arranged within the hub, one set of which serves to drive the hub at a low speed and with which the driving member

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is constantly in gear, and the other set of which serves to drive the hub at a high or normal speed, and means whereby the hub may run free when the driving member is held stationary and whereby the hub may over-run the low speed gearing when the high and normal speed gearing is in operation, substantially as herein set forth.

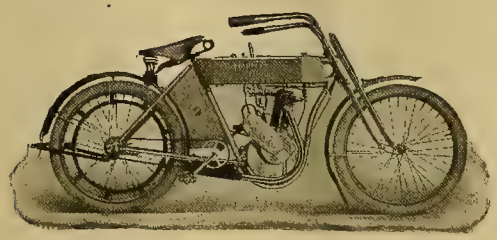
956,227. Planetary transmission Mechism. Charles F. W. Tabler, Boston, Mass. Filed Oct. 29, 1909. Serial No. 525,259.

1. In a planetary transmission mechanism, a driving shaft, a wheel rigid on the shaft and provided with an annular flange constituting an outer cone, a sleeve mounted on the shaft and integral with an inner cone, a ring surrounding the sleeve and provided with spindles extending into the annular space between the two cones, friction rollers mounted on the spindles, a transmission wheel or its equivalent rigid with said ring, and a clutch member sliding longitudinally on the sleeve and adapted to be moved into engagement with said transmission wheel or equivalent or with a stationary portion of the machine.

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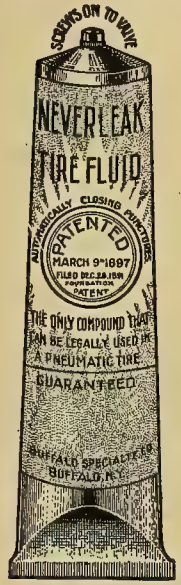
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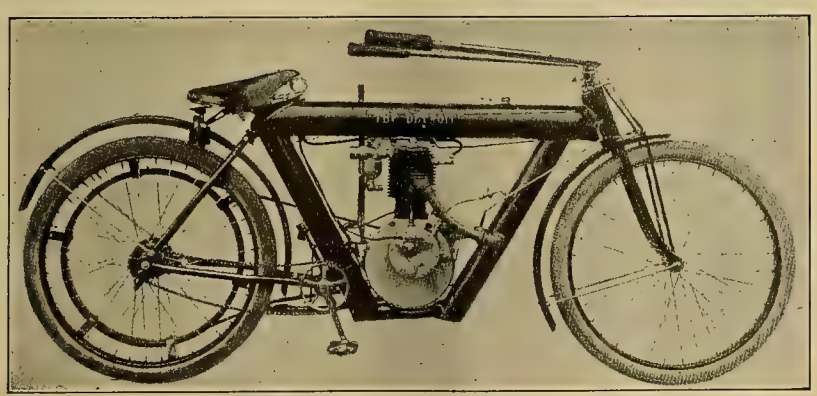


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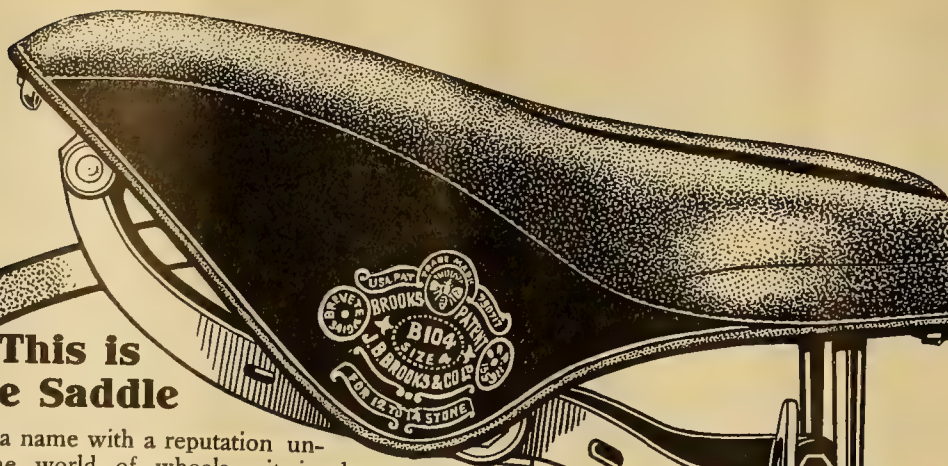
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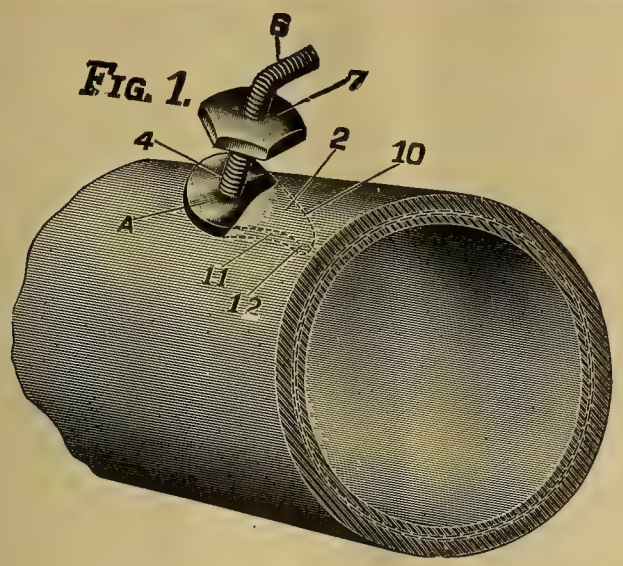
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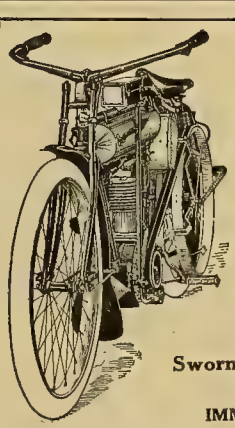
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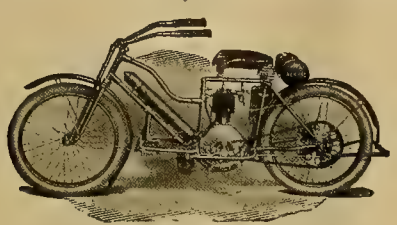
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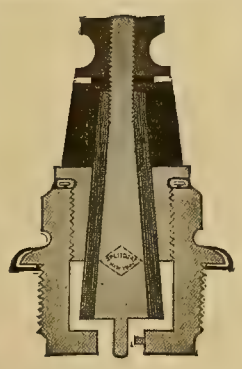
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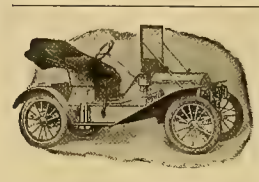
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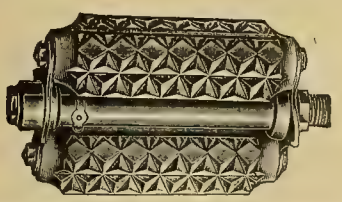
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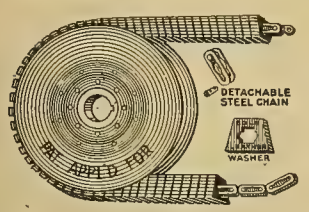
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Boost the Bicycle

and take advantage of the big profits through our plan.

We can show you how to make the bicycle a big paying part of your business.

Send for our dealers' proposition

IVER JOHNSON'S ARMS & CYCLE WORKS
Manufacturers of Iver Johnson Revolvers ("Hammer the Hammer") and Single Barrel Shotguns.
Factory and General Sales Office,
360 River Street, FITCHBURG, MASS.
New York, 99 Chambers St.
WHOLESALE DISTRIBUTORS FOR IVER JOHNSON BICYCLES:
Baker & Hamilton, San Francisco Cal., Pacific Coast Distributors, and Henry Keidel & Co., Baltimore, Md., Southern Selling Agents.





BICYCLE GOODS
Motorcycle Supplies
We want every dealer to have our Catalogue and Bargain Books. Please write us on your letter head for No. 45.
NEW YORK SPORTING GOODS CO.
15 and 17 Warren Street, New York

WE ARE NOW READY TO QUOTE PRICES AND DELIVER SAMPLES OF THE
1910 Hudson, Lenawee, Atlanta and New England Bicycles
Write us.
J. W. GRADY & CO., Worcester, Mass.

Special Stampings
FROM
SHEET METAL
THE CROSBY CO., Buffalo, N. Y.



American Motorcycles
Our Agency proposition is the best yet. We give a discount that will make you money. Write us.
AMERICAN MOTORCYCLE CO.
Wells & Seigel Sts., Chicago



We make special
DROP FORGINGS
for motorcycles. Let us quote you from your specifications,
THE BILLINGS & SPENCER CO.
Hartford, Conn.

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

RELIANCE Motorcycles
Get catalogue and prices.

Reliance Motorcycle Co.
Owego, Tioga Co., N. Y.

THE TUCKER WOODWORK CO.
SIDNEY, OHIO

Bicycle Wood Rims

Diamond BICYCLE TIRES LEAD
"Users Know"

Special Bicycle Tire Booklet on Request

THE DIAMOND RUBBER CO., Akron, Ohio

The NIGHTINGALE Whistle
for any MOTORCYCLE

Sounds a harmonious bird-like trill. Operated from exhaust. Gives no back pressure.

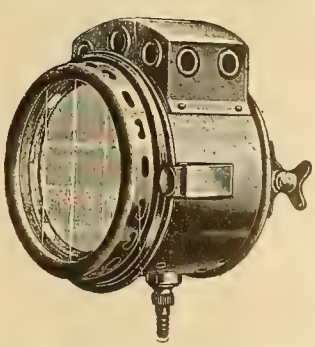
Attached quickly and without expense—simply clamped to exhaust pipe.

ASSURES RIGHT OF WAY

Made of Brass **$4.00** Complete F. O. B. New York

Nickel plated, $1.00 extra

NIGHTINGALE WHISTLE MFG. CO., 1783 Broadway NEW YORK



No. 106—Price each, $3.00

Just What You've Been Longing For

MOTORCYCLE SEARCHLIGHTS

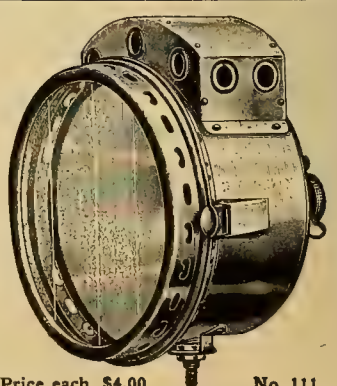
The kind of lamps one can depend on. Well constructed; riveted, not soldered. Fitted with fine mirror lenses and highly polished nickeled interior. Result, a brilliant, far-reaching, white light, surpassing any lamp ever devised for motorcycle use.

TWO SIZES { No. 106—4⅘ inches high; weighs 9 ounces. No. 111—6 inches high; weighs 12 ounces.

We carry everything for the motorcyclist. Dealers should write for our new catalog and trade discounts.

We have an interesting proposition to dealers. Address Dept. B

THE MOTOR CAR EQUIPMENT CO., 55B Warren St., NEW YORK



Price each, $4.00 No. 111

For All Motorcyclists

who desire to increase the

RELIABILITY

of their mounts, time and use have proven that there is nothing so good as

Kokomo Tires



They marked the real beginning of real reliability in motorcycle tires and practically established a new standard. If you have a dependable machine why not have tires to match it?

As for bicycle tires—you all know Kokomos. No manufacturer ever has been quite able to reach their quality. We still hold the formula safe.

Kokomo Rubber Company

KOKOMO, INDIANA

LARGE MILEAGE

Small Mileage Cost

account for the country-wide popularity of

Diamond MOTORCYCLE TIRES

Bakersfield, Cal., June 6, 1910.

DIAMOND RUBBER CO.,
San Francisco, Cal.

Gentlemen—I have a 28 x 2½ Diamond Motorcycle Tire that has run me up to date ten thousand miles.

This tire was on the rear of an Excelsior motorcycle and has been over some of the roughest roads in this country, also making a trip to Los Angeles and one to San Francisco from here.

Your tire is the most resilient and easy riding tire I was ever on. The above casing still looks very good, and I think is good for a good many more miles.

Yours very truly,

P. S. BIBLE.



RECORDS prove that they give larger mileage than any other tires. Built with automobile tire fabric and automobile tire quality throughout. Strong, tough, wear-resisting. Their long life makes them cheapest in the end. Perfect fitting bead insures safety. Heavily corrugated tread prevents skidding or side-slipping. Test them in actual service against other makes and see for yourself.

San Francisco, Cal., July 1, 1910.

THE DIAMOND RUBBER CO.,
Akron, Ohio.

Gentlemen—It gives me pleasure to let you know the good merits of the Diamond Motorcycle Tires. I have ridden over 5,000 miles over some very rough roads, and can hardly tell the tire has run 500 miles. The tires are 2½ inch and certainly look a good 2½ inch in size.

We will do all in our power to boost the best tires on the market —DIAMONDS.

Yours very truly,

CHELINI & CASTNER,
By A. W. C.

THE DIAMOND RUBBER COMPANY, Akron, Ohio

While at the F. A. M. Meet

inspect that

1911 *Thor* Belt Drive

Mr. McCullum rode it from Chicago to Philadelphia.

When you see it, you will say, like all others who have seen it, that

It Has Them All Beat

Ask Mac how it plugs through the sand and over the mountains. Watch 'em smile when the motor starts without "pedaling your head off."

You obtain the Free Engine in this model.

AURORA AUTOMATIC MACHINERY CO.

Thor Building **Chicago, Ill.**

DISTRIBUTORS:

A. FREED, San Francisco, Cal.
J. S. LENG & SONS CO., New York, N. Y.
MOTORCYCLE SPECIALTY CO., Boston, Mass.
FRED WILLIAMS, Denver, Col.
GUS HABICH, Indianapolis, Ind.
McGRAW BROS. CO., Jacksonville, Fla.

TIRE LUCK vs. TIRE QUALITY

Which Do You Depend On?

A dealer in Indiana wrote us a letter the other day about some business matters. He didn't set out to write a testimonial letter, but along toward the end, we found a paragraph which contained such a sincere, unsolicited word of praise, that we want you to read it.

This is the paragraph:

> "I want to tell you of the success we have had with your tires this year. I have sold 58 Wagners equipped with your 2¾-inch Tires and 7 Harley-Davidsons, equipped with your 2½-inch Tires and have not had to ask for a single replacement. This is something you should be very proud of and is certainly appreciated by my customers. They have never cut a tire to my knowledge and have had but very few punctures, which is something wonderful I think."

Words like this coming from a prominent dealer must have more back of it than merely a good streak of "tire luck."

Luck won't follow one hundred and thirty tires through a season of hard driving unless it is backed up by exceptionally good quality.

Uniformly good tire service such as this on 65 different machines put through all kinds of service, means flawless materials, painstaking inspection and errorless methods of tire construction.

It conclusively proves this—you will receive the same long troubleless service from every Morgan & Wright Tire you buy, no matter when or where you buy it.

It's a mighty big satisfaction to buy tires with that assurance.

If it is speed you require, Morgan & Wright Tires are the tires for you.

They hold practically every existing professional track record and are now being ridden by the foremost racing riders of the day.

Morgan & Wright Tires are built more than strong enough to withstand any service required of them, whether it is a 50-mile track race, a transcontinental trip or a run down town and back.

MORGAN & WRIGHT, Detroit

Branches, Agencies or Dealers Everywhere

1910 1/2

YALE MOTOR CYCLES

6½ H. P. TWIN **HOT SHOTS** 4 H. P. SINGLE

SOMETHING NEW AT THE RIGHT TIME
OF INTEREST TO ALL MOTORCYCLISTS

A Stimulant to late Summer and Autumn Trade. INCREASED PROFITS.

The dealer in business to "make money" and satisfy his customers appreciates and takes advantage of this opportunity offered.

The Yale enjoys a position in the Motorcycling World achieved ONLY by ACTUAL PERFORMANCE. **STRAIGHT FROM THE SHOULDER WORK**

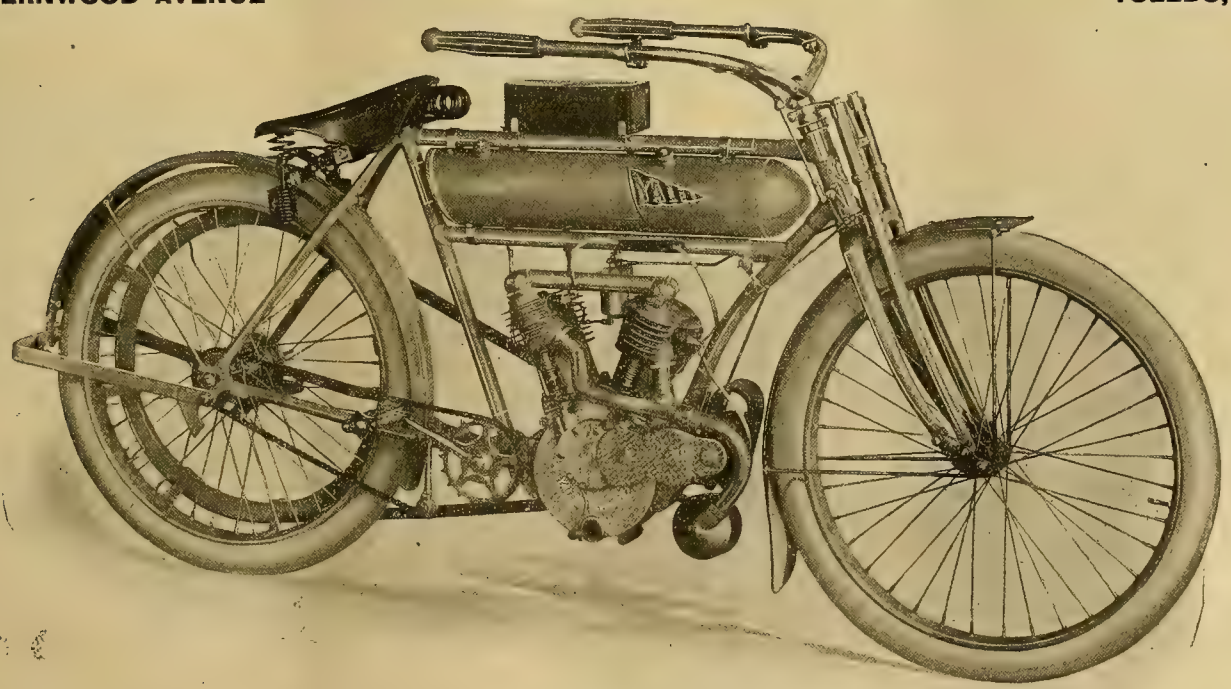
Preference or favoritism over competing machines has NEVER been its lot in ANY contest. We seek business ONLY where quality of production and service, NOT PRICE, is wanted.

Full Information on Request
IMMEDIATE DELIVERIES

Ride a Yale—They Never Fail

THE CONSOLIDATED MANUFACTURING COMPANY

1709 FERNWOOD AVENUE Members M. M. A. **TOLEDO, OHIO**




F.A.M.
G&J
TRADE MARK REG. U.S. PAT. OFFICE
ED-MASON-CO. INDPLS

The Federation of American Motorcyclists

ill hold it's EIGHTH ANNUAL MEETING in the KEYSTONE STATE this year-Aug. 8TH to 13TH

Webster's Definition of the Keystone.

he uppermost and last set stone of an arch which completes it and locks it's members to-gether"

HAT the Keystone is to the Arch perfect tire is to the MOTORCYCLE.

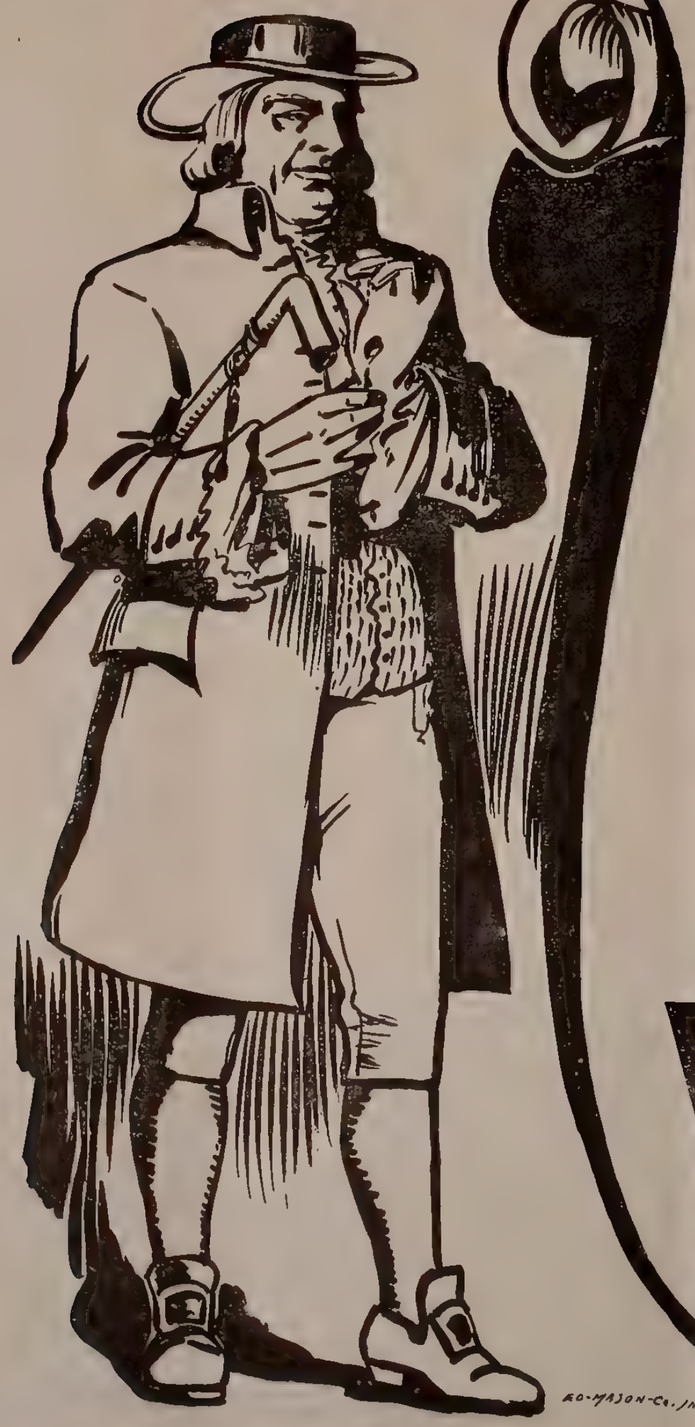
There's a reason why over 80% of the MOTORCYCLES ridden to day are equipped with G&J Keystones. The **G&J TIRES** have been tried and proven, and the Makers Slogan of—

Quality-Service-Satisfaction

HAS BEEN INVARIABLY MAINTAINED

G & J TIRE CO.

INDIANAPOLIS, INDIANA.



F.A.M.

G&J TRADE MARK REG. U.S. PAT. OFFICE

ED. MASON CO. INDPLS.

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Will hold it's EIGHTH ANNUAL MEETING in the KEYSTONE STATE this year - Aug. 8TH to 13TH

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"The uppermost and last set stone of an arch which completes it and locks it's members to-gether"

WHAT the Keystone is to the Arch

a perfect tire is to the MOTORCYCLE.

There's a reason why over 80% of the MOTORCYCLES ridden to day are equipped with G&J Keystones. The **G&J TIRES** have been tried and proven, and the Makers Slogan of—

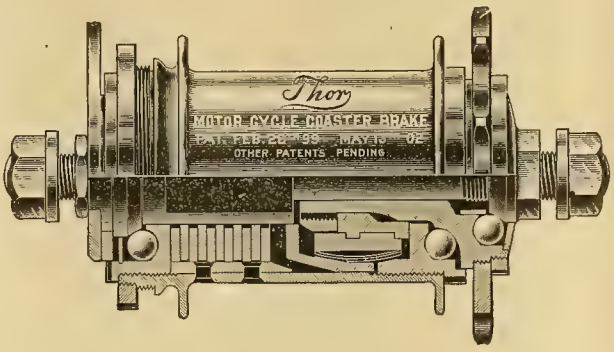
Quality-Service-Satisfaction

HAS BEEN INVARIABLY MAINTAINED

G & J TIRE CO.

INDIANAPOLIS, INDIANA.

THIS IS IT



The Harley-Davidson Motor Co. Says It Is It

We say so. The dealers say so. The rider wants it; he needs it; so what's the use of using any other Motorcycle Coaster Brake.

Thor Coaster Brakes

will stand abuse and then perform the work as no other coaster brake can do in a motorcycle. Have your motorcycle equipped with it and avoid trouble and annoyance.

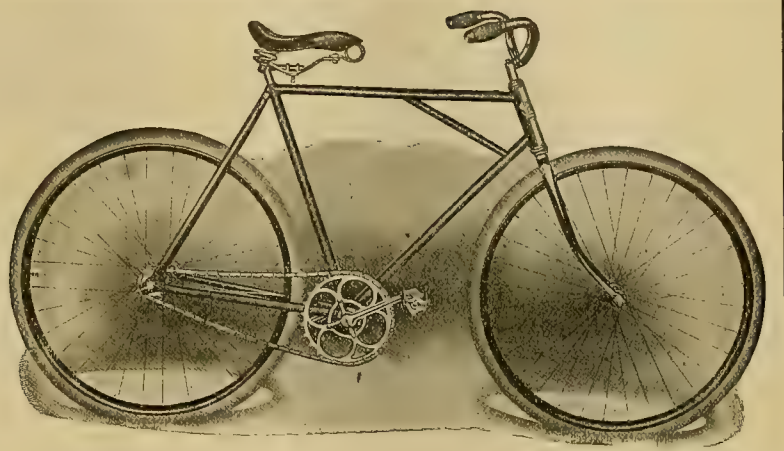
AURORA AUTOMATIC MACHINERY CO.

Thor Building Licensed Coaster Brake Manufacturers. **Chicago, Ill.**

AT THE CLOSE OF THE BIGGEST YEAR WE EVER HAD we feel like inviting every bicycle dealer to share our prosperity in an even bigger coming year.

Get in the band wagon and get the money you dealers who have clung to the old fashioned methods and eked out a hand-to-mouth existence.

We will show you the way as we have shown it to hundreds of other dealers for nearly ten years, every year showing a big increase.



Eastern Distributors for Hudson Bicycles

Results count. There are no dull periods in our business. It is a case of hustle every minute and the jingle of dollars in the till is the sweetest kind of music. Study it for yourself.

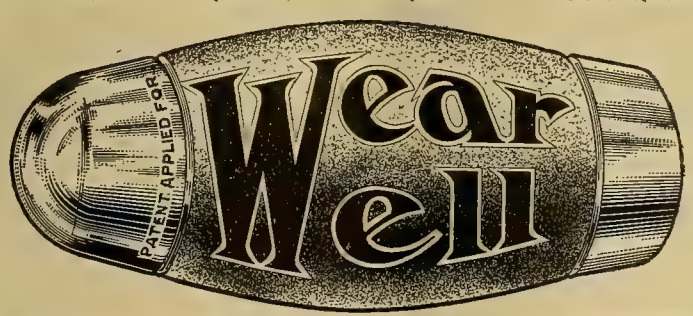
Here we are reaching a long arm over the bicycle business of the Eastern States through five big distributing houses and enormous purchasing and selling powers focused by a thorough knowledge of every angle of the business and the ability to seize and utilize every opportunity presented. And we do not wait for the opportunity to come knocking at the door, either. The sheriff might knock first. Instead we hunt the highways and byways and penetrate the jungle to follow the bargain to its lair.

We must make money for our customers in order to make money for ourselves. We have amply demonstrated our ability to do it.

What is the use of arguing? Accept the facts and profit by them right now.

Everything in Bicycles, Motorcycles and Accessories

HAVERFORD BICYCLES	WEARWELL GRIPS	HAVERFORD TIRES	STANDARD SUNDRIES



Our NEW HAVERFORD MOTORCYCLE is now "in the works" and will prove an eye-opener at the price which will shortly be announced. Be sure and look for it as it is bound to be the biggest kind of a money-maker.

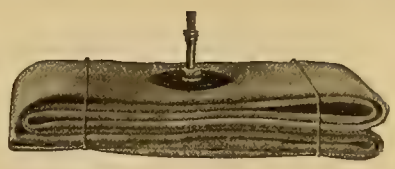
Haverford Cycle Company

827-9 Arch Street — PHILADELPHIA — 411 Market Street

BUFFALO—763 Main St. WASHINGTON—527 Tenth St., N. W. ATLANTIC CITY, N. J.—1309 Atlantic Ave.

Motorcycle Tires and Tubes





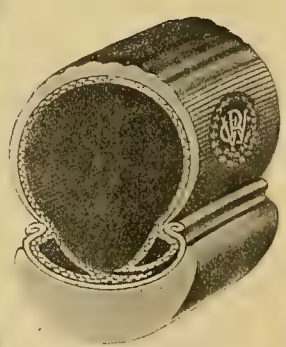


OUR CASINGS are made mechanically perfect, and by a process that makes buckled fabric —the cause of most blowouts—an impossibility. Our beads fit the rim perfectly, and are made with hard rubber core, which prevents stretching, and enables bead to be made absolutely uniform. The fabric is made from the best Long Staple Cotton, and is strong enough to withstand the most rigid service that a tire can be subjected to. Our tread is of ample thickness, and stock is made especially to withstand severe usage and give long service. The Tire is fully guaranteed.

Bicycle Tires and Tubes







Continental-Erie Clincher





We are leaders in the manufacture of bicycle tires and our line embraces tires for every requirement of the trade. Our output is sold through the jobber exclusively. If you are not using our tires you are not getting the best. Write us for the nearest jobbers handling same.

CONTINENTAL RUBBER WORKS, Erie, Pa.

EASTERN BRANCH—43 Murray Street, New York

THE REPUTATION

of the

INDIAN

is founded on

Superior Efficiency—Superior Quality—Superior Power—Superior Endurance—Superior Performance

for 8 consecutive years. Not an accidental showing now and then, but the leader in 90 per cent. of all the big events every year.

It has made perfect scores in every F. A. M. Endurance Contest ever held.

It has created every World's Speed Record.

It won the New York-Chicago Touring Contest (the only team that made a perfect score.)

It made the Transcontinental Record.

It has made perfect scores 4 years in the 6 Days' Reliability Trials of the Autocycle Union of England.

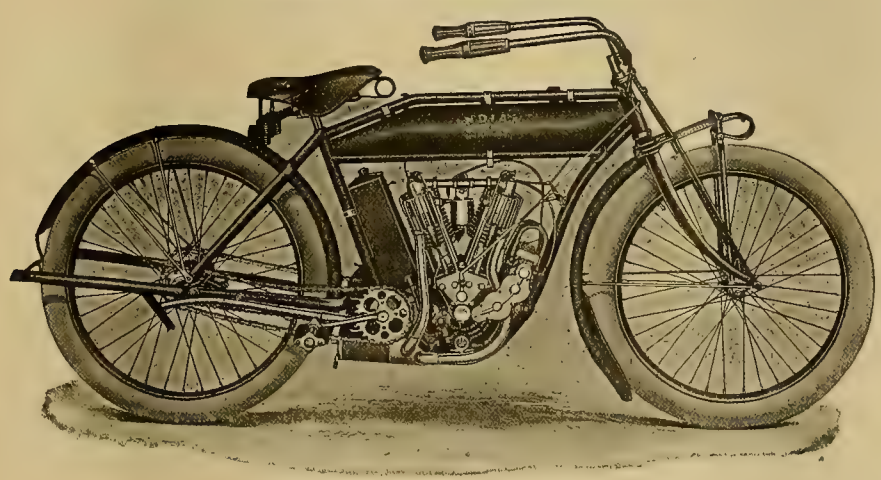
It holds the records for Mt. Washington, Lookout Mountain, Giant's Despair.

WHY?

Because it is Up-to-Date in Every Detail. Is Unequalled in Simplicity. Is Built of Superior Material, and with Unequalled Workmanship.

Look Up Its Record

Dura-bility



Depend-ability

Send for Illustrated Catalogue B.

THE HENDEE MANUFACTURING CO., Springfield, Mass.

Chicago Branch
1251 Michigan Avenue

London Depot
184 Gt. Portland Street

A Steady Gain and Facts of the

Mesinger Motorcycle Saddle

SEE OUR 1911 MODEL

Highest in Perfection and great aid to safety is given by the FIBRE FRICTION SHOCK ABSORBERS, which are attached to every Mesinger Motorcycle Saddle.

They have proved convincing evidence of superior durability and comfort over the ordinary Motorcycle Saddle, which is manifested by everyone of its riders.

Watch the Rider Riding It and Notice the Absence of Vibration

TWO UNSOLICITED TESTIMONIALS PICKED OUT FROM OUR JULY LETTERS

H. & F. MESINGER MFG. CO., New York City, N. Y.

Dear Sirs—I have put your Cavalry Saddle on my machine. It works O. K. Talk about your rocking chairs, it's the easiest seat I have sat in, and for the sake of all motorcyclists I will advocate the Cavalry every time, and at any time I can I will induce buyers to get the Cavalry.

Again thanking you, I beg to remain with best wishes to you,

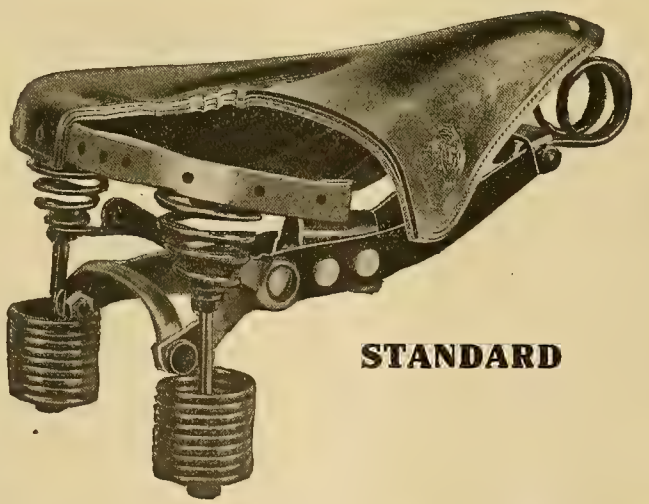
Very truly,

HARRY H. SHEETS.

Alton, Ill., July 2, 1910.



CAVALRY



STANDARD

H. & F. MESINGER MFG. CO., New York City, N. Y.

Gentlemen—I have been away on a motorcycle trip and put your motorcycle saddle to a test that no other saddle could stand, and I cannot say too much for it.

I have tried every other make, and hereafter I will use no other.

Yours very truly,

A. E. BRIGGS.

Rhinelander, Wis., July 7, 1910.

Remember the Mesinger Motorcycle Saddle gained its popularity through its own merit-bearing important features. The Mesinger Cavalry Saddle is a real American product equipped to the highest grade motorcycles. The Mesinger Motorcycle Saddle has proved to be the best for long distances. The Mesinger Motorcycle Saddle, tested by many experts, has proven to be far superior to the ordinary motorcycle saddles.

Ask the Rider for His Independent Opinion

H. & F. MESINGER MANUFACTURING CO., 1801-1803 First Ave., New York



See Prest-O-Lite Tank on Cross Bar

YOU fellows may not like policemen very well, because the chances are they have given you a little trouble when you were doing some speeding on your own account. But you must give them credit for one thing—all their equipment is up to date. There is no half-way business about that.

They appreciate the necessity of a

Perfect Lighting System

They must be prepared for fast flights over strange, rough streets. They demand the lighting system which makes night riding safe.

That's the reason motorcycle policemen all over the country are having their mounts equipped with

PREST-O-LITE

"Look for the Tank"

It's the light that never fails, always reliable, and always ready for use. A turn of the valve floods the road far ahead with a brilliant light.

Better pattern after our friends the police, and get the best.

Prest-O-Lite is used almost universally by automobilists. Thousands of motorcyclists have learned its convenience and real economy. The Prest-O-Lite Motorcycle Tank is 12 inches long, 4 inches in diameter and weighs only 7 pounds.

Costs Less Than a Penny an Hour

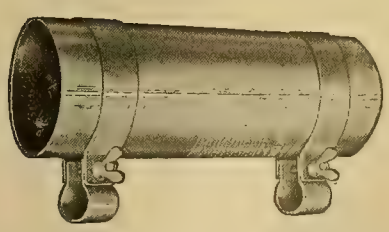
Gives you 80 hours of perfect light (using a ⅛-foot burner.) Exchange empty tank for a full one at a cost of only 60 cents. Exchange agents everywhere—5,000 of them.

The original investment is $10 for the first tank—but remember, a Prest-O-Lite tank never becomes "second-hand." It is always in demand—always a saleable article. See your dealer to-day, or write us.

THE PREST-O-LITE COMPANY

245 East South Street, Indianapolis, Ind.

Branches at New York, Boston, Philadelphia, Pittsburg, Cleveland, Chicago, Detroit, Providence, Minneapolis, Omaha, Dallas, Milwaukee, Los Angeles, Kansas City, San Francisco.



K & C MANUFACTURING CO.

Henniker, New Hampshire

MANUFACTURE

K & C Lock Joint Wood Rims

OUR OWN INVENTIONS

THE DIFFERENT KIND

Different Bending Process ¶Blanks bent on brass covered drums, absolutely true in circle. Our system of bending condenses the fibres of the wood 17 per cent., making stronger, stiffer and truer rims.

Different Drying Process ¶Blanks not clamped, drying on the drums as bent, dry in true circle. Rims turned from these blanks will not warp or go out of true after the wheel is strung up, they string up easier and twice as fast as ordinary rims, saving time, money and patience.

Different Jointing and Glueing Process ¶K & C LOCK JOINT, the joint with brains in it, the only successful joint that has been invented for wood rims since wood rims have been made, no one has improved on it, many have had a trial at it but have given it up as unbeatable, it appears to be the Alpha and Omega of Wood Rim Joints, the only joint that has proved to be the real thing, that gives the people satisfaction. Do you want to please the people or do you simply want to

The Rim of

Quality That Gives the People Satisfaction

put on your wheel any old kind of a rim that will stay on long enough to sell the wheel? If you wish to please and give them lasting satisfaction equip your wheels with K & C LOCK JOINT RIMS. All joints cemented with Water Proof Cement, every rim guaranteed.

Different Drilling Process

¶All of our rims are drilled in such a manner that the holes are not in a straight line, so that the rims are stronger and not so liable to split along the line of holes. All of our rims are drilled before they are sanded and finished so that the finish does not get marred or splintered up around the spoke holes when being drilled.

Different Finishing Process

¶Our rims are finished in the Tire Seat with Japanese Water Proof Lacquer, which protects the rim and spoke holes and prevents the enamel from peeling from the wood around the spoke holes.

Cost Quality Contract and Samples

¶These things cost money, but this extra cost gives the quality rim, what the people want. We do not ask the trade to give us their contract for all the rims they require if they do not wish to do so, for the reason we believe they should have the privilege to purchase their rims at any time wherever they consider it is for their best interests. We book orders for any quantity from Manufacturers and Jobbers only, for delivery from time to time during the season as wanted, up to the full production of our factory. This season we close our plant about August 20th, for six weeks to make alterations and additions that will nearly double our production for next year. We have booked orders for the coming season for nearly two-thirds of this increased production. Manufacturers and Jobbers are welcome to samples of our rims if they make application. We shall begin running our factory to the full capacity October 1st. There must be some good reason for the increasing demand for K & C Lock Joint Rims, what is it? QUALITY, we shall be glad to add you to our list of satisfied customers.

THE MUSSELMAN
Automatic Coaster and Brake



A Child can put it together.

The Brake Without The Side-Arm

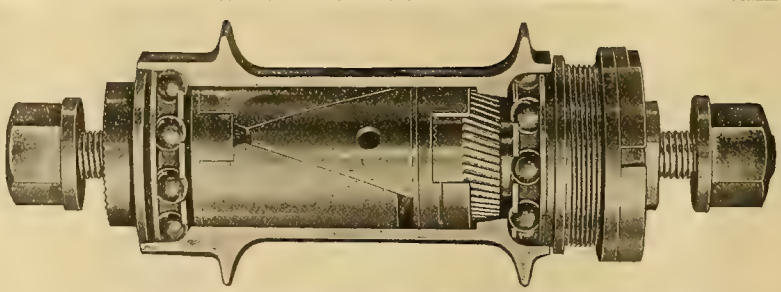
STRONG LIGHT
SMALL POSITIVE
SIMPLE SENSITIVE

The Brake Without The Lock-Washer



"Weighs only 25 ounces."

It's the only genuine automatic coaster brake made; it does its work without the assistance of springs, levers, braces, side arms, etc., and is absolutely free in coasting, positive and sensitive in driving and braking. No clicking or rattling at any time.



Sectional View Showing Arrangements of Parts.

WRITE FOR A DESCRIPTIVE BOOKLET, "THE ARMLESS WONDER."

THE MIAMI CYCLE & MFG. CO., Middletown, O.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. New York, U. S. A., Saturday, August 6, 1910. No. 20

THE OPEN DOOR FOR C. P. A. A.

Cycle Parts Association Emphasizes Policy of Expansion—Adds Nine New Members at Atlantic City Meeting.

If there are any manufacturers of motorcycle parts and accessories who were not aware that they were welcome to the ranks of the Cycle Parts and Accessories Association, there no longer need exist doubts on that score. The association wants them and always has wanted them, and its door is wide open.

Officials of the C. P. A. A. had supposed that the word "Cycle" in the organization's title was sufficiently comprehensive to be all-inclusive, but as this appeared not to be generally understood, a resolution was adopted at the association's meeting in Atlantic City on Thursday last inviting the co-operation and membership of all who have to do with the production of motorcycle parts and supplies; and as the C. P. A. A. is very much alive the invitation deserves quick and ready response.

A. R. Mosler & Co., of New York, makers of spark plugs and carburetters, previously had informed themselves of the conditions and were elected to membership at Thursday's meeting. Others who were added to the role were: G & J Tire Co., Indianapolis; Bevin Bros. Mfg. Co., Easthampton, Conn.; K. & C. Mfg. Co., Henniker, N. H.; Tucker Woodwork Co., Sidney, O.; Louis Rastetter & Son, Fort Wayne, Ind.; Hazen & Brown Co., Boston, Mass.; Noeva Mfg. Co., Waterbury, Conn., and the International Stamping Co., Chicago.

The meeting was marked by a wholesome display of interest and of pride in the rousing success of the C. P. A. A.'s efforts to make the Atlantic City convention "worth while." And while in the mood, the sum of $350 was appropriated to add interest to the association's winter meeting, which will be held during the first week of the New York automobile show in January next; the money will be expended for entertainment of some sort, the nature of which will be decided later.

The C. P. A. A. also passed a vote of thanks to the National Association of Bicycle Jobbers for the sum of $100 which had been turned over to it. The amount represented a gift of $100 which the Pope Mfg. Co. had made to the jobbers several months ago to assist in defraying the cost of its Atlantic City meeting, but as the C. P. A. A. "paid the freight" in full the jobbers thoughtfully transferred the amount to the kindred association.

Ralph D. Webster, president, occupied the chair at the C. P. A. A. meeting, and Secretary Louis Schwab also was at his post.

Ward is Benson's Successor at G & J.

Richard Ward has been selected secretary and treasurer of the G & J Tire Co., of Indianapolis, Ind., succeeding Everett S. Benson, who resigned to become secretary of the Hartford Rubber Works Co., at Hartford, Conn. Ward has been with the Rubber Goods Mfg. Co. for about 14 years, serving in different capacities for several of the subsidiary companies before going with the G & J company.

F. A. M. Secretary Goes into Trade.

Like his two predecessors, Charles F. Ball, secretary of the F. A. M., has gone into the trade. With John T. Hohl as his partner, he has formed the H. B. Motor & Cycle Co. and "opened up" at 319 Indiana avenue, Indianapolis. They have the agency for Yale motorcycles and are handling bicycles also.

FRETZ NEW M. M. A. PRESIDENT

Motorcycle Makers also Elect Coffman Secretary at Atlantic City—Show Question Discussed with Important Results.

E. S. Fretz, of the Merkel-Light Motor Co., Pittstown, Pa., will preside over the destinies of the Motorcycle Manufacturers Association for the next twelve months. He was elected president of the organization at its annual meeting in Atlantic City on Thursday last, 4th inst. He succeeds George M. Hendee, who had served as president since the association was formed two years ago.

J. D. Hurley, of the Aurora Automatic Machinery Co., was re-elected vice-president; Percy Pierce, Pierce Cycle Co., was retained as treasurer, and A. B. Coffman, Consolidated Mfg. Co., was chosen secretary to succeed W. F. Remppis.

In the absence of President Hendee, who is in Europe, Vice-president Hurley occupied the chair, the other members present being E. S. Fretz and John R. Ball, Merkel-Light; F. J. Weschler, Hendee Mfg. Co.; Arthur Davidson, Harley-Davidson Motor Co.; A. B. Coffman, Consolidated Mfg. Co.; W. G. Schack, Emblem Mfg. Co.; Eugene Kicherer, N. S. U. Motor Co.; W. T. Marsh, American Motor Co., and W. F. Remppis, Reading Standard Co. George W. Sherman, who just had retired as sales manager of the Aurora Automatic Machinery Co., and who shortly will re-enter the trade, was present by invitation and was accorded the privileges of the floor.

While the election of officers, which was unanimous, was the most important business transacted, of but little less interest was the action taken by the association in respect to the 1911 automobile shows. Al-

though plans of an unusual and far reaching nature were discussed, which, if occasion requires, will be put into effect, nothing definite was done regarding the Chicago show; its affairs were left open pending developments. The M. M. A., however, will exhibit at the Madison Square Garden show as heretofore, but not in the old location in the basement. For the first time, the motorcycle section will be located on the ground floor—not in the arena but in the big room immediately within the entryway, which nominally serves as the Garden restaurant and which at previous automobile shows has been given over to electric vehicles. The more favorable location of the motorcycle section is rendered possible by the fact that in 1911 the Garden show will be held in two parts, covering a period of two weeks, the first of which will be devoted to pleasure cars and the second to commercials. Motorcycles will be exhibited during "commercial vehicle week," Jan. 17-24.

The M. M. A. also voted no longer to take official cognizance of the Boston show, which never has proved a profitable one. The action practically taboos the Boston function, and while motorcycles again may be shown, there probably will be too few of them to constitute a motorcycle section.

The association discussed the matter of prize-giving and the best means of meeting the rapidly increasing solicitations from clubs and other promoters. The upshot of the talk was a decision to present once each year a valuable prize to be known as the "Manufacturers' Trophy," which will be contested for in a special event to be held during the successive F. A. M. meets. As the trophy will represent the gift of all manufacturers, no other prizes will be given by any of them.

The matter of the creation of a publicity bureau received considerable attention, and while no definite step was taken, there is every prospect that such a bureau will be established before the opening of another season.

England's Exports Still Expanding.

Great Britain's cycle exports are still going upward. For the month of June, 1910, the value of complete bicycles exported reached $246,960, as compared with $195,860 for the same month of the preceding year. In parts the increase was still more pronounced, the figures being $632,035 and $460,460 respectively. During the six months from January to June, 1910, there were sent out of Great Britain 69,600 machines, valued at $1,454,440, as against 56,827, valued at $1,252,995, in the same period of 1909. It is noteworthy that the average price of exported bicycles has dropped to less than $21, as compared with over $22 during the preceding year. Imports of cycles and parts into Great Britain also show a gain in the first six months of this year over the same period of 1909, the figures being $542,715 and $507,440.

JOBBERS CURTAIL THEIR LIST

Eliminate 30 Ineligibles and Classify Manufacturers as "Pros" and "Antis"—Take Steps to Strengthen Organization.

The official list of jobbers recognized and approved by the National Association of Bicycle Jobbers is not as long as it used to be. It became known after the meeting of that association, which occurred in Atlantic City on Thursday last, that some 30 names had been dropped from the list and that another effort is to be made to agree on a list satisfactory to several interested departments of the trade. The jobbers are to meet the coaster brake licensees and compare notes, and the Cycle Parts and Accessories Association has agreed to abide by the new list, which is expected to grow out of this conference. Adolph Morris, of the redolent Manhattan Storage Co., New York, was flitting around Atlantic City, apparently anxious to press his request that his name be placed on the jobbers' list, but he flocked by himself most of the time and his application was not turned down; it simply was ignored.

At Thursday's meeting, at which P. R. Robinson, president of the organization, occupied the chair, another list or rather two of them was read to the members present—one a list of those manufacturers who the favorable to the jobber and his cause; the other a list of those who are unfavorable or disinterested. These lists are to be printed and mailed to all members of the N. A. B. J. with the suggestion that they be preserved for frequent reference. The association also will adopt an emblem for use on its members' stationery and printed matter, and also an official letterhead for their use in enforcing collections.

The dues of the organization were increased from $5 to $10 per year, and it was voted to hold the next summer meeting in Atlantic City in August, 1911, but at a later date than on the present occasion and preferably after the 10th of the month.

New York Cycle Dealers Organizing.

Having met with sufficient encouragement to warrant their taking further steps, the committee in charge of the movement to organize an association of all the cycle dealers in Greater New York has arranged for a big gathering of the dealers at Turn Hall, 917 Eighth avenue, Manhattan, on Monday evening, August 15th, where the "glad hand" is to be extended and the organization effected. In addition to speeches and the work of "getting together," there is to be a provision of what is temptingly described as "something—yumyum!—for the inner man." The call for the meeting emphasizes that "in union there is strength" and that every dealer in and about Greater New York is welcome.

The committee, which was appointed at a well attended meeting of dealers on June 20th, consists of H. A. Gliesman, as chairman, with M. J. Goldman and H. J. Phillips, the chairman being proprietor of the Tiger Cycle Works, 782 Eighth avenue. The proposed organization will purpose mutual assistance and co-operation in business, the improvement of social relations between dealers and whatever other profits and advantages may be expected to accrue from membership in such an association.

Grady and Haverford Get Daytons.

While the Dayton Sewing Machine Co., Dayton, O., never ceased to be a factor in the bicycle business, it is preparing to cut an even larger figure. It is planning to more than double its output, and with this increased production in prospect, the Eastern representation for the nameplate Dayton bicycles and for the Davis company's jobbing line has been placed with J. W. Grady & Co., Worcester, Mass., and the Haverford Cycle Co., Philadelphia. The former will handle the goods in New York and the New England States, and the latter in Pennsylvania, New Jersey, Delaware and Maryland.

Talty Goes with the Kelly-Racine.

J. E. Talty, who succeeded C. F. U. Kelly as sales agent of the Continental Rubber Works, Erie, Pa., has resigned that office to become associated with Kelly in the Kelly-Racine Rubber Co., whose big new factory in Racine, Wis., is nearing completion. Talty will be identified with the sales end of the business.

Eccles Becomes Persons' Sales Manager.

Wm. E. Eccles has been appointed sales manager of the Persons Mfg. Co., Worcester, Mass. Previously he was connected with the Naugatuck (Conn.) Malleable Iron Co., but he is no stranger to bicycles and he "knows saddles," too.

American F. N. is Incorporated.

The American F. N. Co., Boston, Mass., formally was incorporated last week under the laws of that state, with capital stock of $20,000. Earle L. Ovington, Henry H. Wilcox and Daniel B. Ruggles are named as the corporators.

Ovington Joins Reading Standard.

E. L. Ovington, president of the American F. N. Co., and one-time head of the F. A. M., is now connected with the Reading Standard Co. It is understood that he is designing a new motorcycle for the Reading concern.

Haverford to Market a Motorcycle.

The Haverford Cycle Co., of Philadelphia, is preparing to market a motorcycle bearing its own nameplate. It will be made by the American Motor Co., but will incorporate a number of Haverford ideas.



"Fourth Annual" Best Convention Ever Held

Better Attended and More Purposeful and Pleasurable than any of its Predecessors—Bowling, Banquet and Business Meetings Full of Interest—Instructive Addresses at Joint Session—Question Box Provokes Lively Discussion.

PROCEEDINGS OF THE JOINT MEETING ON FRIDAY

Of all gatherings ever held by the cycle trade or kindred trades, none compares with the one which occurred at Atlantic City, N. J., during three days of this week, August 3d, 4th and 5th. The fourth annual convention, they styled it, and it was by far the largest, most interesting, most purposeful, most pleasurable convention ever held.

From the time the respective committees of the three organizations concerned met on Wednesday until the Question Box was opened and its contents discussed at the joint meeting on Friday, there was not a hitch or a jar and not a cloud marred the occasion, either in the sky above or on the earth beneath. For the weather, too, was flawless. During the three days the heavens were unflecked and while the inland cities sweltered, Atlantic City was swept by ocean breezes that cooled the fevered brows of even those who wandered or were drawn into "Vienna" and lingered long without thoughts of the morning after the night before. There is music and song in "Vienna," and they sell lobsters with trimmings and without them; and they sing and sell and the lights blaze long, long after the almost endless strings of arching bulbs which keep the famous Boardwalk aglow are dead and glowless and only the insomniac and the nighthawks tread the boards.

Of course, the Cycle Parts and Accessories Association did not make the weather nor keep the lights of "Vienna" burning; but for all else it was responsible. The association did itself proud—prouder than ever before—and perhaps none will be more willing to say so than the National Association of Bicycle Jobbers or the Motorcycle Manufacturers' Association, who shared the hospitality of the C. P. A. A., and who also duly convened and transacted serious business of their own. The bicycle manufacturers have no organization, but nearly all were present in individual capacities, and they, too, can bear witness that the C. P. A. A. played well its part. "Bill" Surre, or William J. Surre, to use his correct and polite cognomen, was the man who played the heaviest parts. He is



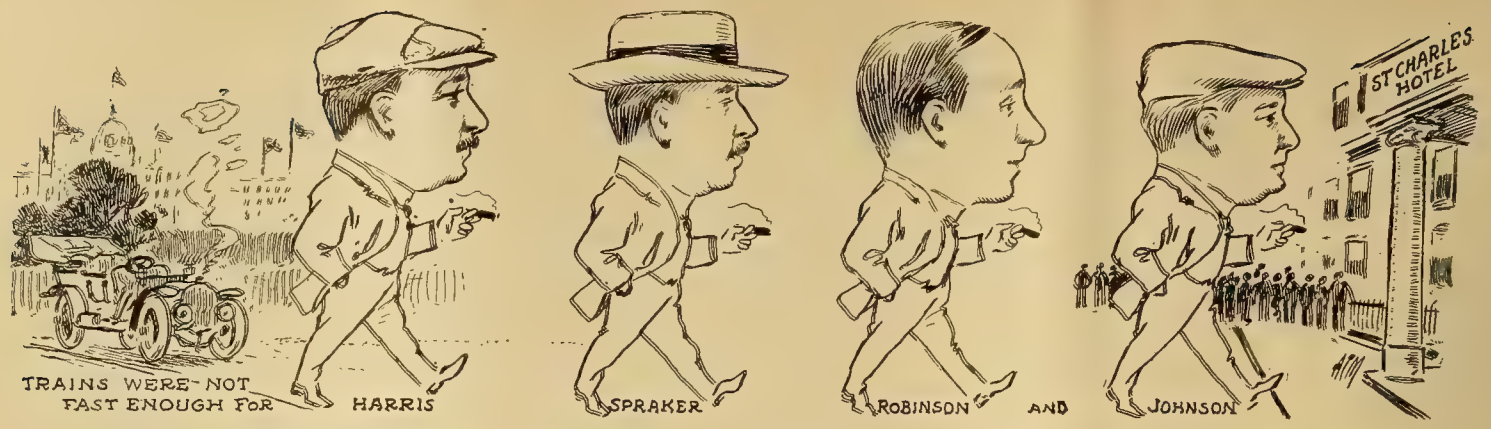
(Sketched before the police suppressed the souvenir umbrella because of the ad. it bore)

treasurer of the C. P. A. A., but it was as chairman of its committee of arrangements that he performed Trojan's work. He had the assistance of Ralph D. Webster, president; Dave S. Troxel, vice-president, and Louis Schwab, treasurer, of the association, who also formed part of the committee. But it was Surre who "carried the banner" so to speak, and his associates so readily and unselfishly recognized the fact that it was Webster who led the movement of appreciation which at the banquet on Thursday night found expression in the presentation to Surre of a very handsome and a very real diamond scarf pin.

There were more men present than ever before—more big men of the trade, too—and more ladies, many more of them. Atlantic City is the sort of place where even without a convention there always is entertainment and relaxation to be found either by man or by woman. There is small reason for either to complain of dullness.

When the committee meetings and the bowling tournament on Wednesday, and the seperate general meetings and the banquet on Thursday—all of which are dealt with elsewhere—were over, there remained the joint meeting on Friday of the three associations and of all tradesmen who cared to attend. Like all other functions of the convention, it was held in the St. Charles Hotel, the official headquarters. While opinions may differ, it is fair, nevertheless, to style the joint meeting the crowning feature of the convention. Since it was made the occasion for the reading of prepared papers on topics of trade interest, the value of the joint session steadily has increased and undoubtedly more real instructiveness flows from it than from any other event on the convention program.

Four of these papers were read at Fri-



day's meeting and two addresses were made without notes. There was a full assemblage to hear them and the close attention that was given indicated the interest with which the topics were followed. During the speaking—and most of it was plain speaking and to the point—the big room was so quiet that the falling of a pin might be heard. The Question Box was instituted for the first time, and while it may have fallen short of some expectations, the discussion of one of the questions which it contained, "Why would it not be well to remove the guarantee on tires?" was sufficient and fruitful enough to prove its usefulness and further possibilities.

W. H. Crosby, of Buffalo, N. Y., the first president of the C. P. A. A., was to have presided over the joint meeting, but an accident to his son prevented him from attending the convention. L. M. Wainwright, of the Diamond Chain & Stamping Co., Indianapolis, acted in his stead and filled the chair admirably. He was apt and happy in his incidental remarks, and the way he good naturedly but effectively pursued the tire men when the question regarding tire guarantees came out of the box was something they are likely to remember. He called on them by name and though many were plainly anxious to keep their own counsel, Chairman Wainwright was too insistent to be denied.

Palmer on Makers' Co-operation.

The first paper, "Co-operation from the Manufacturers' Viewpoint," was read by T. R. Palmer, of the Continental Rubber Works, Erie, Pa., who made no effort to straddle the subject or to conceal his thoughts. He said:

No man can serve two masters; either he will honor the one and revile the other, or work for the interests of one and slight the other.

The manufacturer of today must take a firm stand and adopt a policy of protection to the jobber and make it possible for him to get business, or ignore the jobber entirely and go to the dealer and trade direct.

What does protection mean? Does a difference in price constitute protection? This is possibly a debatable question and depends entirely upon the differential made If the manufacturer's price to the trade will enable the jobber to sell for the same price, or less, and take care of necessary over-head and traveling expense, and at the same time make possible a reasonable margin of profit, then this might be considered as meeting the question part way But, after all, is this protection in the full meaning of the word?

If the manufacturer solicits the business of the dealer and the consuming trade, he at once becomes a competitor of the jobber for the same business, and this certainly cannot be considered as co-operation, because co-operation means to act jointly and to work together.

The jobber is the logical distributor of merchandise. His business consists of marketing wares of many different kinds, and manufactured by many different concerns. If the jobber attempted to market one line and thoroughly cover the country in the distribution of same, his over-head expense would be enormous, and, in most cases, prohibitive.

The legitimate jobber in the distribution of his large and varied line can, with practically the same selling expense of a single manufacturer, dispose of merchandise made by a great many different interests. The manufacturer, if his business reaches volume to any extent, must cover practically the entire country, and to do this requires an extensive selling force, heavy traveling expenses and constant personal attention which could well be directed in other ways. And again, in nearly all of the different kinds of business each manufacturer has certain dull seasons. With one it may be during the summer months, and with others during spring and fall—depending upon the nature of his business and the season in which his goods are used. This means that the selling end of the business naturally is idle part of the time, although the expense goes on just the same and must be added to the cost of the goods.

With the jobber, however, with goods for all seasons of the year, his men will always be busy and there is no unproductive season. The traveling expense necessary by the jobber is also much less than manufacturer's expense would be, for the reason that a jobber's salesman has more trade to call on in each town and can make longer stops, thereby reducing railroad fare.

Manufacturing is an art by itself. In these days of strenuous competition goods of merit can only be made by the closest attention to factory details, factory management and equipment, and the manufacturer should make the factory his master rather than the art of distributing goods.

When the manufacturer sells the jobber his obligation to him does not cease with the delivery of the goods in accordance with the terms of sale. And it should then be his duty to co-operate and assist the jobber in every way to find a market and dispose of his goods.

The growing tendency is for the manufacturer to make every effort to sell the jobber, and, with this business secured, to immediately solicit the dealer and trade direct, thereby becoming the jobber's worst competitor for business which logically belongs to him, and which is his only market for the goods he has purchased.

The manufacturer's competition is the worst possible kind, because the little fel-



VIEWING "OLD OCEAN"







low likes to think he is buying direct and because the manufacturer starts out with a lower cost and better equipped than the jobber. In the first place, he has only the one line of goods to talk, and only the one class of trade to see, and does not always take into consideration what his selling expense to this class of trade really is, and when large orders loom in sight, too often figures that he can take business at the wholesale or jobber's price rather than to lose the order.

If the manufacturer or owner of the business was the one to call on the trade direct undoubtedly the competition to the jobber would not be so severe, because the manufacturer himself would consider more the jobber's interest. The salesman, however, is on a different basis. His future, and his success, depend upon his getting the business of the dealer or trade that he was sent for, and too often he advances the argument that he can naturally sell at lower prices than the jobber, or deliver better value for the same price, and in many, many cases refers to the very sale his company has made to the jobbers calling in his territory, and makes the statement he will sell them the same goods for less money.

Co-operation should emanate from the manufacturer, and he should earnestly and willingly strive to foster same if he desires the jobber's business. The jobbers very existence requires co-operation from the manufacturer, and while it may be possible for him to continue in business for awhile and still fight the competition of the manufacturer, unless the growing tendency to get business direct is discontinued, the jobber himself will become unnecessary and his elimination will follow.

The jobber holds the power to force co-operation. Manufacturers in their purchases never, unless they are unable to help themselves, buy from their competitors, and why should the jobber? Deprived of the jobber's support, the manufacturer will soon find—First: That his selling expense is more than he has figured on. Second: That the small expense of selling the jobber has kept down the greater expense of selling the trade. Third: That deprived of the jobber's business, secured at small cost, it will be necessary for him to increase his advertising, selling and handling expense. This will necessitate adding more selling expense or reducing the quality of his goods, if he must market at the same price as formerly, thereby making his competition in either case easier for the jobber to meet.

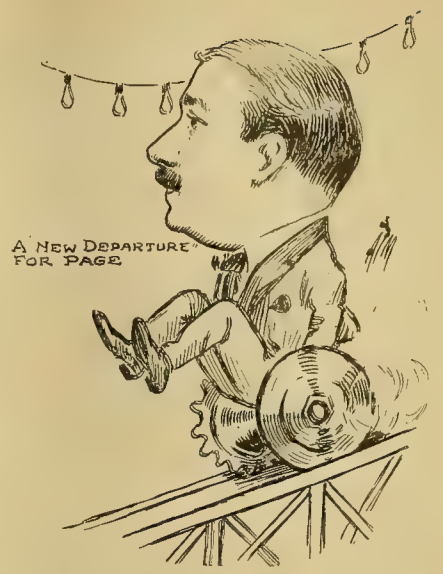
It has been said that when the consumer buys direct from the manufacturer he gets 30 per cent. Printers' Ink, 50 per cent. Sales Talk and expense, and only 20 per cent. or less article itself. The jobber, if he buys goods without large selling expense already attached to same, can add a reaonable profit and with his small selling expense give greater value to the trade than can be secured in any other way.

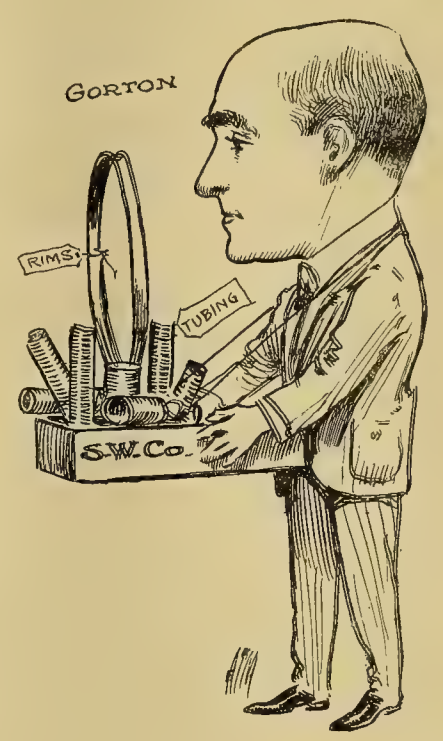
If co-operation is desired and necessary, and does not come voluntarily, why don't you as jobbers demand and get it. The easiest way is unitedly to discontinue buying from and selling goods for your competitors.

"I guess he's about right," was Chairman Wainwright's remark when Mr. Palmer had concluded and the applause had subsided.

Baker on Jobbers' Co-operation.

"Co-operation from the Jobbers' Viewpoint" was the companion subject voiced by F. A. Baker, of F. A. Baker & Co., New







York, in a dispassionate, sincere tone and whose concluding admonition: "Be on the level. Be fair with us and we will be fair with you," brought a warm hand that induced the chairman to remark: "We seem to think he is all right, too. The next thing to do is to get together." Mr. Baker's address was as follows:

In discussing the important subject, "Co-operation Between the Manufacturer and the Jobber," I am afraid that I cannot do justice to it, as it involves a great deal more than the simple words would suggest.

The time is rapidly approaching, however, when I believe it will be necessary for the manufacturer and jobber to work together. Better conditions could exist at the present time. At least some effort can well be made in that line. You will please remember, gentlemen, that the jobber is the buffer between the manufacturer and the dealer. The manufacturer could not be bothered with the thousands of small accounts necessary to sell goods direct. The jobber is also the banker for the dealer. He supplies goods in the season when the dealer has no money, and waits several months and sometimes forever for his pay. To meet these conditions we must make a fair margin of profit. We cannot compete in prices with the "down in the cellar houses" who sell for cash on a five per cent. and ten per cent. margin. We could do it, perhaps, if we sold only for cash, but in order to make the business big and healthy we must give credit, a thing which involves expense and losses. We must have the trade of the prosperous dealer who can pay cash for his goods, and you, the manufacturer, will have to help us to get it. Why? Because otherwise the business gradually will drift from the responsible and legitimate jobber who has thousands of dollars invested in stock and accounts, and is firmly anchored, to the irresponsible nomad who may be gone the next season, after having made great losses to himself in his mad efforts to beat the price of similar concerns, and the losses will fall on the manufacturer who is giving him credit.

We have had those conditions in New York, and every other jobbing center, in the past; so be guided by experience and not by theory. Don't forget the past. How are you to help us?

First, decide who is a jobber and be very careful in making this decision. Don't be guided by the quantity that a concern buys, but by the fact of whether his business is or is not a jobbing business. You will lose nothing by doing so, and your sales will be just as large, the number of your accounts smaller and credit risks less; then regulate the re-selling price to the dealer. A great many of you manufacture patented, or at least articles of an exclusive or original kind, and it would be very easy for you to insist upon a certain re-selling price of your goods, and those who manufacture competitive lines could agree on a uniform price, or at least to a price proportionate to the popularity of the individual brand.

I am not going to suggest details, but when you make a price, have it distinctly understood that it is the price and you will allow no deviation.

The jobber is a very busy man with the hundreds of different articles that he carries. When the question of a re-sale price is not made definite and specific, it is very apt to be thrown aside. Some of you may have tried this sort of an arrangement with varying success, but don't be discouraged; it will work out right if you are firm, and your sales will be just as large. You may say that this is all very well from the jobber's point of view, but I believe it is just as good from the manufacturer's standpoint. If you protect the legitimate jobber you will have your goods marketed by a class of responsible concerns that will do you credit and will be able to pay your accounts when due.

The best way we can co-operate with the manufacturer is by carrying a stock of his goods and sending out competent and experienced salesmen to sell them—not a $15 clerk, but a $30 or $35 man—and by sending your circulars and other printed matter through mail. All of this costs money and means an expensive organization, and we cannot do it unless you help us.

I call your attention to another condition which I believe is responsible for a good deal of dissatisfaction between the manufacturer and the jobber, and that is "extreme quantity price." I am guided now more by experience in the automobile supply line than by the bicycle end. The jobber is always trying to get the best price, and when there is a premium on using extremely large quantities the jobber will take it up and then try to unload; much harm is thereby done to the fixed price which hurts the article involved in the eyes of the majority of jobbers. I believe the manufacturer should be able to handle his goods in fairly large quantities and make a price on that basis. But don't put a premium on price cutting, that is what "extreme quantity price" means. It may seem that I have got away from co-operation to a question of a staple price. But this I believe to be the shortest road to get the manufacturer and the jobber to work together. If you make the market firm, the jobber would then well be in a position to buy your goods in quantities and carry a large stock, and feel that he is working on a safe basis. In other words, all this means: Be on the level; deal fair with us and we will deal fair with you. This is co-operation in its simplest and truest form.

"Future of the Bicycle Maker."

A. B. Coffman, of the Consolidated Mfg. Co., Toledo, Ohio, dealt with the suggestive and always interesting topic, "The Future of the Bicycle Manufacturer." He did not mince words, and laid such emphasis on them that the audience was sitting up and taking real notice before he had progressed far. He said:

The subject assigned me, "The Future of the Bicycle Business," is one which affects all of us to a greater or less degree, and is therefore deserving of all the thought and study we can give it.

I may not cover it as ably as some one whose experience exceeds mine, but I hope some benefit will be derived from what I have to say, for the subject is one in which I am deeply interested and have studied with care.

It is not too much to say that the future of the bicycle business lies in the hands of the audience I am now addressing. You represent, for all practical purposes, the three interests behind the bicycle business, and by that I mean the manufacturing, jobbing and retail selling establishments.

I have spoken broadly, having in mind all the men who have come to Atlantic City for this interesting and instructive occasion, but I believe I could go farther and say that the men now in this room have it in their power to increase materially this business; to allow it to drift along or to make it wholly unproductive. A policy leading along any one of the three highways indicated depends absolutely upon the way in which you choose to act.

It is strictly up to us to build for a better business or to tear down what we have.

Is this statement overdrawn? You know that it is not. If there were no problem to be solved in discussing the future of the bicycle business, my topic would not be on your program today.

I think that this is a good place to tell you about a Denver newsboy. He was just a little fellow—so small that when he piped out "Here's your Rocky Mountain News—five cents," he attracted the attention of a gentleman, who began questioning him.

"You are not very big to be in business for yourself," he said. "How many papers do you sell a day?"

"Oh, a lot of them," replied the kid.

"Where do you get them?" was the next question.

"I buy them from the big boys."

"What do you pay for them?" asked the man.

"Five cents."

"But, you sell them for five cents. What do you get out of that sort of business?"

"Why," replied the boy, in a perfectly contented tone, "I gets the fun of hollerin'."

There is a big moral in that story—and I don't need to point it out.

The reason some people have the idea that the bicycle is fast going out of use is the prices at which they are offered. They see in that prima facie evidence that all cannot be well with an industry which must continually offer greater inducements to have its output disposed of.

There never was and never will be a business built up by lowering prices below a reasonable, profit-yielding point, and that is a condition that has been chronic with the bicycle trade in late years.

I feel that the dealer has had as much to do with the present prices as anyone. The dealer continually demands a cheaper bicycle from the jobber. One of his arguments is that the mail order houses are selling bicycles at unheard of low prices, are consequently luring his customers away, and that it is necessary for him to have a cheaper wheel to meet this competition.

The jobber tells the manufacturer that the business is going straight to pot unless he can get better prices to allow him to hold the dealer's trade—and there you are.

Now I claim that the start of this argument, or the position assumed by the dealer, is not a sound one and his claim will not hold good.

I make the statement—and I want to make it just as forcibly as I know how—that any bicycle sold by a mail order house can be duplicated by a live dealer for the same or even less money.

The mail order houses get the price. The only thing they give away is discount from a very high list. I have one in mind which gets $29.50 f.o.b. its storerooms for a bicycle which any of my agents can beat in quality and sell with better equipment for $30—and on time at that. So you see there is very little in that argument.

However, the dealer is not entirely to blame, and I am not going to saddle all the burden on him alone. I simply give this one illustration of how prices are brought down by unwarranted fear and a wrong opinion as to what they are up against. The dealer should post himself and be able to disprove any and all arguments of this kind.

It is not fair to the jobber to give a dealer buying fifty bicycles the jobbing

price. He retails them on the same price basis, of course, and this tends to create a wrong impression among consumers as to prices generally.

There are plenty of other reasons why prices have been whittled down. Over-anxiety on the part of manufacturers and jobbers to do business and acceptance of orders, regardless of price; cutting prices to get in with a competitor's customers, and perhaps the greatest reason of all, ignorance of production cost upon which the selling price must be based.

These methods of securing business all have a tendency to disturb the jobber and dealer, and make them suspicious. So the first question you have thrown at you is: "Haven't you a better price for me?"

The manufacturer should build the best bicycle he can and sell it at a legitimate manufacturing profit, instructing his traveling men to sell on quality and making sure beforehand that they are thoroughly enthused with the line of goods they are to sell.

Enthusiasm is contagious. The salesman who has the ring of confidence in his voice, whose air and the sparkle in his eye express in eloquent terms his own well founded belief in the high quality of his goods, always gets a hearing. And he will find, if he doesn't already know it, that buyers talk a lot about low prices, but they actually want quality. They are just like the rest of us when we are buying for our own needs. If we can run a little bluff on the man who has the goods we want, we will do it, but if they really are the goods that we want, we are going to have them.

But I am not going to give you a lecture on the science of salesmanship. However, I do want to say that the better our selling methods, the better the grade of bicycles that will be demanded and the higher the tone of our business.

By tone I mean to refer in the broadest fashion to the ethics which must underlie every business if it is to be respected; if the men who are engaged in it are to prosper, and the industry itself is to advance as it should.

It will not be necessary for me to watch the "Spoke Bicycle Company" or the "Hub Wheel Company" to see what my competitors are doing, if all of us are devoting our best efforts to the promotion of the bicycle business. This is more in evidence than ever before.

Business is founded on confidence, conducted on confidence and we must have confidence in each other.

Perhaps I am drawing too fine a line, but I think not. At any rate I believe every word I have spoken to you. If the cap I have described fits any manufacturer or jobber here, let him change his size, and for those it does not fit, I sincerely hope it never will. I am moved here to say something about a real handicap to the bicycle business, which we can remove whenever we get ready, and that is the lack of advertising under which the most of us are working.

I believe in publicity because I know that it pays. I know that there is not a man within sound of my voice who does not agree with me in the abstract, and yet we are not getting for our business the publicity which it needs and which we might easily secure.

Some two years ago we brought to a close a two years' campaign which, for the amount of money spent, was a remarkable affair. During those two years there was more talk in the daily and periodical press about the bicycle than there had been for half a dozen years before or the two years since.

Gentlemen, that publicity paid every one of us. It paid those most, however, who supplemented the general advertising given



the bicycle by investing in a little printers' ink on their own account.

The factory I have the honor to represent took advantage of the new interest created and did some individual advertising. The two worked nicely together, and although we have no general publicity to assist us now, my house was made a consistent advertiser and will never cease to be as long as I can assist in shaping its policy.

We should be glad to see the general publicity plan revived, and are as ready now, as we proved ourselves to be then, to pay our full share of the expense involved.

But to get back to my original line of thought, and in conclusion, it is up to us to unite our efforts in making a normally good business a still better one. The bicycle has found its place in commercial life, and will be built and sold long after all of us have passed away.

We are concerned, however, with the present, and the best way in which to secure a harmonious feeling between the dealer, the jobber and the manufacturer. That, it seems to me, is wholly bound up up the price question. The manufacturer should have a price for each of the other two interests. Such a price must afford the jobber a legitimate profit in handling the dealer's business.

This is being done rigidly by at least one manufacturer with excellent results, for he fully enjoys the confidence of the other two interests.

There is sufficient business for all, as it is in our own hands, and the absurdity of selling at unprofitable prices must be clear to everyone. Both material and labor are advancing. You must get better prices or see your profits—already too low—absolutely disappear.

I thank you, gentlemen, for your kind attention.

Chairman Wainwright expanded on Coffman's views concerning publicity, and if applause counts for anything there is no doubt that they voiced a very general sentiment.

"Who is a Jobber?"—Robinson.

When P. R. Robinson, of the New York Sporting Goods Co. and president of the National Association of Bicycle Jobbers, arose to speak to the subject, "Who is a Jobber?" there was a buzz. Two years ago Robinson electrified the convention by an address he then delivered, and the assemblage had not forgotten it. Until then, the trade was not aware that it possessed a real orator—for Robinson is one. It is not merely what he says but how he says it and he was in good form on this occasion. He spoke as follows:

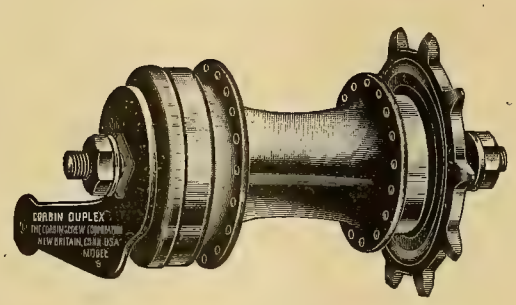
In the first place, I want to thank the manufacturers for the universal courtesy extended the Bicycle Jobbers' Association during the short time I have been president, and to say that, generally speaking, they have met us in a spirit of fairness. I want to extend thanks also to the manufacturers' agents and "near manufacturers," too. While I don't feel that we should exactly pin medals on them, still they certainly treat the jobber with more consideration than formerly, and I am glad to acknowledge it.

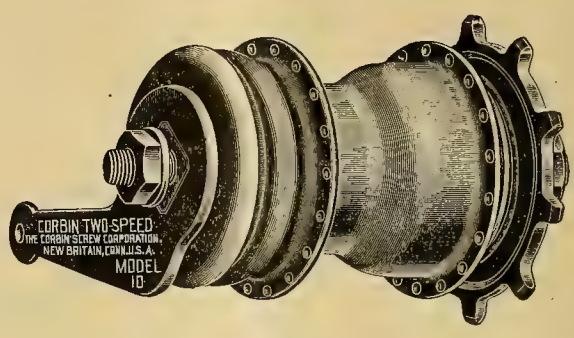
I have always been optimistic about the bicycle business, but the trade this year has exceeded my expectations, and from present indications it looks like many good years ahead. I would, however, advise conservatism in the matter of production and prices. It is better to be 65,000 bi-

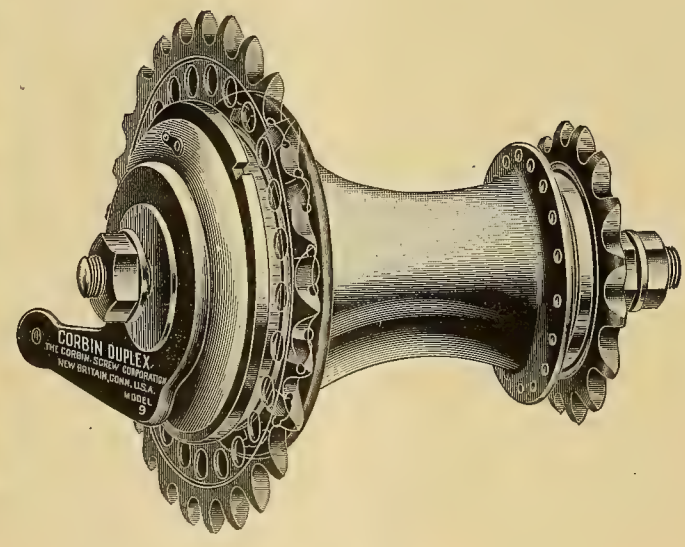
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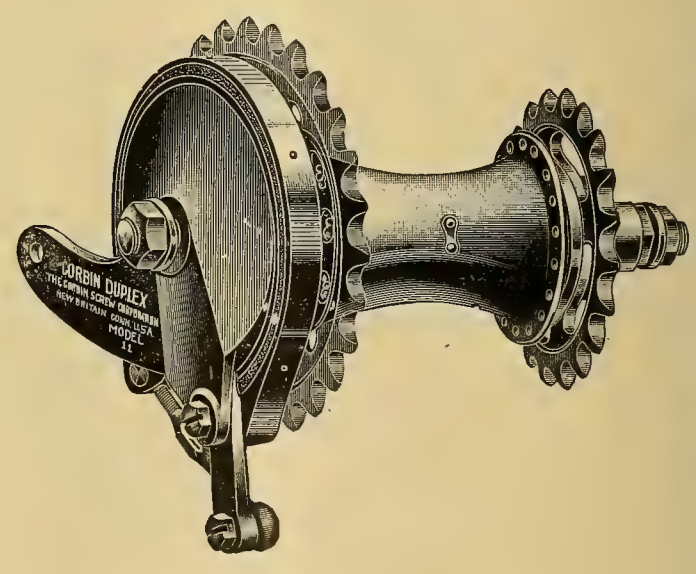
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Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD AND MOTORCYCLE REVIEW
FOUNDED 1877

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NEW YORK, AUGUST 6, 1910.

"I would not like to miss a copy of the Bicycling World; it's too valuable."—F. L. Martin, Baltimore, Md.

The Trade and Its Conventions.

Trade conventions are worth all they cost; that is, such conventions as the one at Atlantic City which ended yesterday. It was inspiring in its extent and in its performance and in the manner of performance. No man capable of inspiration could well have taken his departure without having a better opinion of the business in which he is engaged, and he is callous, indeed, who does not profit by the interchange of opinion which marked the occasion.

The Cycle Parts and Accessories Association has proven itself not merely a credit to the industry, but an uplifter of it, and merits all the good words that may be said of it. Possibly if there had been such an association and such conventions in the days of the "craze" much of the disaster which followed it would have been avoided or the shock greatly lessened. Now that practically the last trace of that wreckage has been obliterated and the industry is again in that happy state when the demand exceeds the supply, there is need for organization and for conventions and "reasoning together" that the advantage gained may be maintained and the future be safeguarded.

One feature of this week's convention that cannot well fail to impress those familiar with the former personnel of the industry is that its make-up has altered vastly. Few of those now dominating its councils and affairs are so-called trade veterans. Practically all of the new leaders are comparatively young and clear headed and aggressive men who were unknown during the days of the boom or were so far in the background as to be unrecognized. They have come to the front since the wreckage was cleared away. They have no pasts to bury or regret. Their future is all before them. It is a happy augury for the continued uplift of the industry.

The F. A. M. and Its Annual Meeting.

When the Federation of American Motorcyclists meets in annual session next week, it is to be hoped that regard for the welfare of the organization will rise superior to regard for the vanities or ambitions of men. It is no time to "play politics," to vent spite or to decide on men and settle measures by swapping votes, engaging in "deals" or other similar procedure in which the best interests of the organization always are sacrificed.

It serves no purpose to disguise the truth. All is not well in the F. A. M. Its treasury is depleted, the secretary's affairs are at sixes and sevens, the affairs of the competition committee are in topsy-turvy state, and have been so conducted without regard for consistency or precedent that no longer is it possible to say what any rule means, a condition that inevitably has led to a point where the F. A. M. has become embroiled with one of its allies and in a manner that threatens all of its existing alliances with other bodies. In addition, failure or neglect to appoint committees required by the constitution caused a cessation of practically all of the useful work for which the organization exists and on which its strength and welfare hinges.

Of course these are unpleasant truths, and we are well aware that anyone who gives expression to them is rated what vulgarly is termed a "knocker," or a "sorehead," who should be sandbagged. But it is perfectly proper criticism and the men who recognize and admit evil when it exists and seek to remedy it are truer and better friends of any cause than are those who would emulate the ostrich and hide their heads in the sand. Plain speech usually is the best and most effective corrective for such ills.

It is an odd fact that practically all of the F. A. M.'s discomfiture can be traced to two former "outlaws" whom the federation took to its bosom. The nimble and wordful ex-outlaw whom the F. A. M. honored with its presidency two years ago is the chief author of its misfortune. His regard for the organization was of a peculiar sort and usually was concealed in a Niagara of words. It was his spite work that inducted into the secretary's office another "outlaw," who all but disorganized its affairs before pressure forced him to resign, and who has required that most of the president's time be spent in explaining or apologizing for the secretary's lapse; nor, however well-meaning, has his successor been wholly happy in the performance of the duties.

No one's integrity is at stake, but good intentions of themselves have not served nor will they serve the best interests of the organization.

The F. A. M., at its meeting next week, should beware of false prophets' spouting words. Let regard for the real welfare of the organization rise uppermost. The F. A. M. has performed much good work, and under favorable auspices it can and will perform much more of it.

The organization has paid a high price for meeting "outlawry" halfway, for cuddling diluted loyalty and for permitting such men to sacrifice the federation to satisfy personal spite, and if the Philadelphia meeting shall prove proof against such harmful influences, it will be a happy day, indeed.

If all of the national committees of the F. A. M. had been appointed as required by the constitution, and if they had performed their duties even half as ably as has the membership committee, headed by E. M. Estabrook, the past twelve-month would have been a proud one in the history of the organization. Mr. Estabrook has done nobly under trying circumstances and of him it rightly may be writ: Well done, thy good and faithful servant.

"The Bicycling World has been of untold benefit to me."—W. D. Pate, Hartford, Ala.

NEAR TO THE BREAKING POINT

Trouble Between F. A. M. and N. C. A. Reaches Acute Stage—Whittler Suspended for Pacing Cyclist.

It now rests with the Federation of American Motorcyclists to say whether the alliance with the National Cycling Association shall be terminated. If the F. A. M. sustains the sudden and astonishing effort of the chairman of its competition committee to control motor paced bicycle racing by requiring that F. A. M. sanction be secured therefor, the friendly relations which so long have existed between the two bodies will cease.

The matter was made one for executive action this week by the N. C. A., when Daniel M. Adee, president of the organization, formally notified F. I. Willis, president of the F. A. M. that if the stand taken by the chairman of the F. A. M. competition committee be upheld, the N. C. A. regretfully will consider that the alliance is broken and at an end and will act accordingly. Adee's letter to Willis was addressed to the latter at Indianapolis, and as he was and is now in the East, it probably has not yet reached him.

Before the matter thus was taken from the purely administrative officials of the two organizations, events followed swiftly, and the wires between New York and Salt Lake City, where the trouble originated, were kept warm. Chairman Kelsey, of the N. C. A. board of control, advised the chairman of the F. A. M. competition committee that the N. C. A. could not admit that the act of pace making made the pace maker a contestant or transformed the event into a motorcycle contest or exhibition requiring F. A. M. sanction; such races, he maintained, are bicycle races pure and simple. the pace maker being nothing more than a wind shield. Kelsey pointed out that he was fortified in his position by the practice and precedent that always has prevailed throughout the whole world, and which never before had been questioned even by the F. A. M. Kelsey also countered on the F. A. M. chairman on an unexpected point and in a fashion that could not well fail to disturb that official, whose pride is his judicial mind. Kelsey remarked that while it was true that unsanctioned motorcycle events had been run on the bicycle tracks as charged, the F. A. M. had been guilty of similar lapses respecting bicycle races, indicating the mixed meets held at Denver and Topeka, Kan., as convenient examples. Kelsey pointed out, however, that while the N. C. A. was inclined to take a broad view and not resort to technicalities, few if any of the motorcycle races run on N. C. A. tracks required F. A. M. sanction, according to the language of its own rules, which specifically mention open contests as the ones for which sanctions are necessary, and further define an open event as one in which "any eligible rider" may compete. As the motorcycle events run at N. C. A. meets either were match races or invitation events, they are not open events.

The F. A. M. chairman declined to alter his attitude or his assumed right to control pace makers at paced races, and to question and review the case of any pace maker or other motorcyclist reported for suspension by an allied body. Meanwhile, on July 29th, F. E. Whittler, the Salt Lake motorcyclist who has been one of the two stars at the Wandamere motordrome, paced Hardy Downing in a bicycle race on the Salt Palace bicycle track and the issue was brought to a head. The fact was wired to the F. A. M. chairman and he promptly ordered Whittler's suspension for competing in a race not sanctioned by the F. A. M., and notified Kelsey of the fact and called on the N. C. A. to enforce the suspension. Not content with the notification, he relegated to himself executive power and added that if the suspension was not enforced he would consider the alliance between the two organizations "null and void," a term that readily occurs to judicial minds. As the N. C. A. already had placed itself on record as denying the right of the F. A. M. to control bicycle racing in any form, and in maintaining that pace making is not "competing," the N. C. A. naturally declined to recognize Whittle's suspension. President Adee as the executive officer of the F. A. M. then stepped in and his letter to the president of the F. A. M. followed.

Meanwhile paced racing on the Eastern tracks has continued without question or interference by the F. A. M., but in Salt Lake City the result of Whittler's suspension was immediate. As the local idol who had been giving stirring battle to Jake Derosier, he was the chief drawing card at the Wandamere Motordrome, and full houses had been the rule. At the meet following his suspension, at which he was to have ridden a match race with Derosier, the attendance fell off more than one-half, and as Derosier soon after left for the East the track has been closed for the time being.

Whittler himself was and is under contract to do pacemaking at the Salt Palace track, and the sudden and astonishing claim set up by the F. A. M. chairman left him in a peculiar position.

"I have filled my contract with the motordrome people to the letter and no sane man will blame me for wanting to fill my contract with Salt Palace," Whittler is quoted as saying in a statement explaining his position to the Salt Lake public. "I am not in the habit of breaking contracts, because I think more of my reputation as an honorable man than I do of the motor game. When I made the contract with the bicycle management there was nothing in the rules of either organization to prevent me from riding at the Salt Palace. I looked into things very carefully before signing any contracts, and at that time there was nothing to prevent my making such a contract. Now, if the F. A. M. chairman has suddenly made a new ruling he must appreciate the position it left me in. I had no choice. Suspensions faced me on both sides, so I turned everything aside and kept my promise at least on one side. I would do nothing to willingly violate any of the rules of either organization or the rules which bind the affiliation, but I will keep my word with any man, no matter what the consequences may be."

COMING EVENTS

August 8-13, Philadelphia, Pa.—Federation of American Motorcyclists' annual endurance run and meet.

September 11, Valley Stream, N. Y.—Century Road Club Association's annual 100 miles record run; open.

Five Years for Stealing Motorcycle.

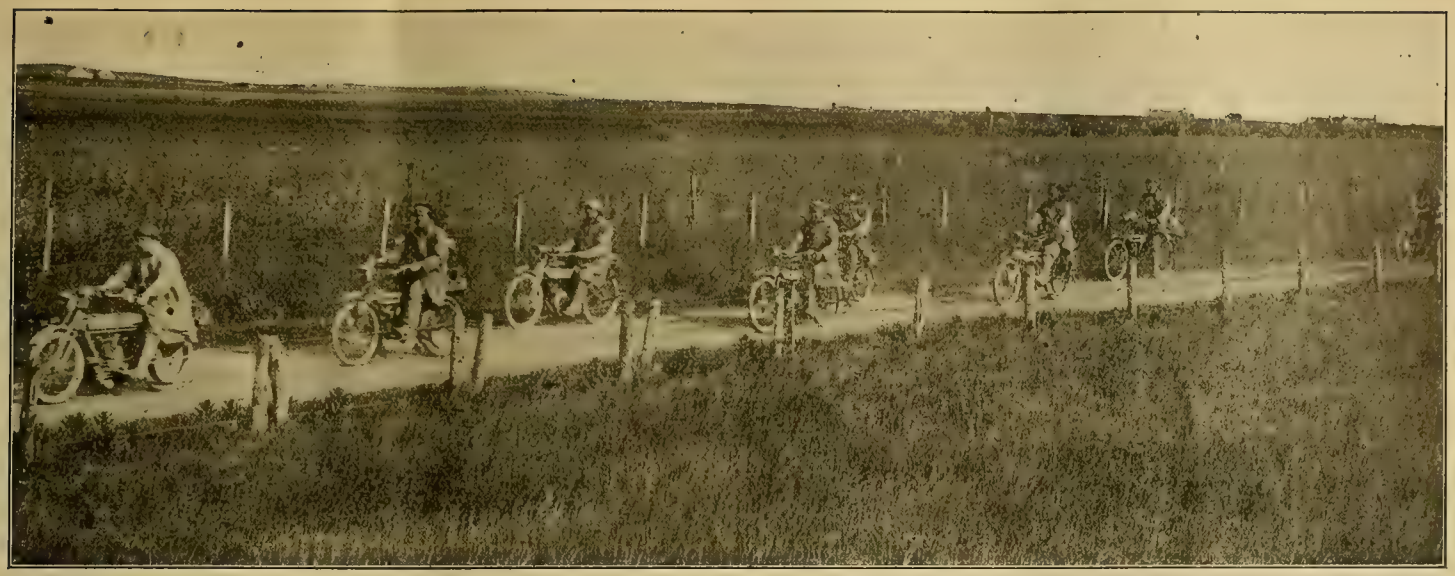
Neglect to familiarize himself with the operation of a motorcycle before stealing it proved the undoing of Harry Morse, of San Francisco, Cal., who last week began a five years sojourn at San Quentin prison for the offense. Morse and a companion broke into the store of A. Freed, the Thor agent, at 1440 Market street, and after extracting the contents of the cash register made off with a motorcycle. Unable to operate it, Morse left it with a tailor four blocks away, which indiscretion furnished a clew to the culprit, and his detection, with the infliction of the maximum penalty for daylight burglary followed.

Brooklyn Club Schedules a Long Run.

Through the temporary suspension of the Manhattan Racing Association's active operations, the Linden Motorcycle Club of Brooklyn, N. Y., has been unable to hold two race meets which it had scheduled at Guttenberg, and for them has substituted on open 150 miles run on Sunday, 21st inst., over its spring century course, including Oyster Bay, Massapequa and South Haven, at each of which checking stations will be established. The start will be from the club rooms, 7 Furman avenue, at 8 a. m., and contestants finishing before 5 or after 7 p. m. will be disqualified.

Milwaukee Club Requests Muffler Law.

Failing to suppress the open muffler fiends in the Cream City after trying moral suasion for a year, the Milwaukee (Wis.) Motorcycle Club has taken sterner action and passed a resolution requesting the city council to pass a law forbidding the operation of unmuffled engines in the city limits. The nuisance is becoming so pronounced that it is turning popular sentiment against motorcycles.



Record-Breaking Entry for F. A. M. Endurance Contest

Highwater mark in respect to the number of entrants was touched by the F. A. M. national endurance contest which will start from Philadelphia Monday morning next at 7 o'clock. At the close of yesterday's mail, 126 nominations were in the hands of G. H. Hamilton, chairman of the promoting committee, and it is quite probable that several post entries will increase the number. This record-breaking entry list is longer by 23 names than the one for last year's contest—itself a record breaker—when 103 nominations were made, of whom 96 started and 67 survived.

Those who are booked to start on Monday and the numbers they will carry, and the machines they will ride, are as follows:

1 Edw. Buffum, Pottstown, Pa..7 Merkel
2 James Mayo, Reading, Pa.....6 Merkel
3 J. F. McLaughlin, New York..7 Merkel
4 A. G. Chapple, New York.....7 Merkel
5 Carl Bush, Newark, N. J.....6 Merkel
6 J. J. Cox, New York.....6 Merkel
7 Walter Davidson, Milwaukee...4 H.-D.
8 W. S. Harley, Milwaukee.....4 H.-D.
9 Frank Ollerman, Milwaukee....4 H.-D.
10 Alex. Klein, Philadelphia.....4 H.-D.
11 J. J. Keating, Philadelphia.....4 H.-D.
12 C. H. Thompson, Philadelphia.7 Merkel
13 I. C. Coombs, Worcester, Mass.7 Merkel
14 H. J. Spingler, Philadelphia...4 Marvel
15 C. C. Palmer, Chalmers, Ind...7 Indian
16 L. Campbell, Philadelphia.....4 H.-D.
17 Albert Lehman, Philadelphia...4 H.-D.
18 Geo. Wagner, Rochester, N. Y..4 H.-D.
19 W. Dolph, Rochester, N. Y.....4 H.-D.
20 J. S. Deysler, Reading, Pa.....6 Merkel
21 R. Baenerle, Philadelphia.....6 Thor
22 Jas. C. Herr, Philadelphia....6 Merkel
23 A. Bauer, Philadelphia.....7 Merkel
24 A. G. Schmidt, Sharpsb'g, Pa..7 Indian
25 H. J. Levis, Rochester, N. Y...4 Indian
26 R. J. Bishop, Rochester, N. Y..4 Indian
27 P. B. Whitney, Chicago.....5 Indian
28 B. A. Swenson, Providence....4 Indian
29 L. J. Muller, Cleveland.....5 Indian
30 J. E. Wilkinson, Providence...5 Indian
31 L. Gedeon, Cleveland.....5 Indian
32 W. W. Ingram, Rutland, Vt.....4 Yale
33 A. H. Peters, Buffalo.....7 Yale
34 H. Nichols, West Brighton, N.Y.7 Yale
35 A. R. Oberwegner, Toledo.....4 Yale
36 Geo. Richey, Newark, N. J.....7 Yale
37 S. J. Chubbuck, Toledo.....4 Yale
38 Geo. R. Brey, Rochester, N.Y..6 Merkel
39 L. H. Gutterman, New York...5 Indian
40 R. T. Wennstroem, New York.5 Indian
41 W. G. Collins, San Francisco..4 Indian
42 Geo. F. Mack, Reading, Pa.....7 Mack
43 A. E. Manchester, Providence.4 Merkel
44 Irwin Jacobs, Dayton, O....4 New Era
45 E. L. Morse, Dayton, O....4 New Era
46 J. C. Turpin, Dayton, O....4 New Era
47 Louis Warner, Philadelphia.4 Haverf'd
48 W. F. Throop, Philadelphia.4 Haverf'd
49 H. P. Shay, Philadelphia....4 Haverf'd
50 W. H. Gosch, Philadelphia.....4 Thor
51 Arthur Gordon, Philadelphia..5 Indian
52 J. C. Glass, Angola, N. Y....5 Emblem
53 H. R. Lock, Angola, N. Y...5 Emblem
54 Geo. A. Heil, Angola, N. Y..5 Emblem
55 M. E. Gale, Angola, N. Y....5 Emblem
56 R. W. Dusell, Aurora, Ill.....4 Thor
57 A. H. Crocker, Chicago.....4 Thor
58 A. J. McCollom, Chicago.....4 Thor
59 S. W. Nicholson, Chicago.....4 Thor
60 Geo. H. Squier, Chicago.....4 Thor
61 E. Swartz, Elwood City, Pa.4-5 Marvel
62 C. V. Stahl, Philadelphia, Pa..4 C.V.S.
63 H. Gill, Philadelphia.....4 C.V.S.
64 M. W. Kibbe, Springfi'd, Mass.7 Indian
65 C. S. Spencer, Springfi'd, Mass.5 Indian
66 Israel Dick, Philadelphia.....7 Merkel
67 S. Kellogg, Bridgeport, Ct..4 Excelsior
68 S. Sturges, Bridgeport, Ct..4 Excelsior
69 H. Sturges, Bridgeport, Ct..4 Excelsior
70 G. H. Hoey, New Haven, Conn.3½ Yale
71 C. V. Perry, New Haven, Conn.4 H.-D.
72 L. H. Wipperman, Buffalo.....6½ Yale
73 H. Alderman, Buffalo.....6-7 Pierce
74 E. R. Durkie, Buffalo.....6-7 Pierce
75 Chas. Sliker, Buffalo.....4 Pierce
76 J. Buckingham, New York.....4 H.-D.
77 H. L. Clark, Worcester, Mass..5 Indian
78 G. G. Crandall, Akron, O.....5 Indian
79 C. Eitle, Philadelphia.....3½ Excelsior
80 B. S. Keyes, Chicago.....4 Sears
81 C. G. Price, Poughkeepsie.....6 Merkel
82 H. H. Sill, Cleveland.....4 Excelsior
83 G. C. McIntire, Cleveland..4 Excelsior
84 F. B. Airhart, Phoenixville, Pa.5 Indian
85 J. B. Simmons, Wilm'gt'n, Del.7 Indian
86 W.G. Lauterbach, Mendota, Ill.3½ Yale
87 Geo. Ruck, New York.....6 R.-S.
88 S. Henniger, Danvers, Mass....6 R.-S.
89 W. Robinson, New York.....6 R.-S.
90 Wm. Staudt, Chicago.....6 R.-S.
91 H. Hauser, Wilkesbarre, Pa.....6 R.-S.
92 L. Steinhauser, Phila.....3½ Bradley
93 C. E. Bradley, Philadelphia.3½ Bradley
94 E. L. Ovington, Reading, Pa....6 R.-S.
95 Wendle White, Reading, Pa.....6 R.-S.
96 A. E. Bunderick, Reading, Pa...6 R.-S.
97 M. Kreige, Reading, Pa.....6 R.-S.
98 J. M. DeLezne, Bethany, Pa...Reliance
99 R. W. Peacock, Reading, Pa...6½ Yale
100 H. M. Jones, Providence, R. I..4 Merkel
101 G. L. Dengler, Philadelphia...3½ Yale
102 H. H. Kirkpatrick, Philadel...7 Indian
103 W. Guenther, Philadelphia..4 Excelsior
104 H. E. Hill, Newark, N. J.....5 Indian
105 H. J. Schueneman, Phila.4 Minneapolis
106 J. F. Hummel, Phila.....4 Minneapolis
107 E. S. Eckel, Washington, N. J.5 Indian
108 M. E. Mangold, Wash't'n, D.C.5 Indian
109 G. F. Frost, Newark, N.J.4 Minneapolis
110 L. W. Banker, Detroit.....7 Merkel
111 P. J. Huhn, Louisville.....6 R.-S.
112 F. H. Vanderver, Pt. Richm'nd..7 R.-S.
113 J. H. Davidson, Pt.Richm'd,N.Y.7 R.-S.
114 H. B. Lyon, New York.....6 N. S. U
115 Leo Schwartz, New York..3½ N. S. U.
116 F. Voelker, New York.....6 N. S. U.
117 G. E. Paul, Philadelphia.....6 Merkel
118 M. P. Sullivan, New York..4 Excelsior
119 W. F. Mann, Boston.....6 Merkel
120 C. H. Drude, Detroit.....7 Merkel
121 L. Mauth, Philadelphia.....4 Indian
122 Geo. Lyon, Chicago.....4 M. M.
123 G. M. Green, Chicago.....4 M. M.
124 R. Bowser, W. Pullman, Ill....4 M. M.
125 F. D. Shomo, Chicago.....5 Indian
126 N. J. Hodgen, Indianapolis....7 Indian

The first motorcycle endurance contest ever held was promoted in 1902 by a bicycle club, the Metropole Cycling Club of New York, and was the idea of R. G. Betts who was one of the club's chief workers. The route was from Boston to New York, and of 31 starters, 13 survived. The Metropole Club held another contest in 1903 in which the New York Motorcycle Club, which had been formed meanwhile, was invited to share. In September, 1903, the F. A. M. was organized, Betts being the prime mover, and the endurance contest was turned over to it the following year.

The summary of the contests to date is as follows:

1902—Two days, New York to Boston. Thirty-one starters, 13 survivors.

1903—Three days, New York to Worcester, Mass., and return, 394 miles. Thirty-one starters, 16 survivors.

1904—Four days, New York to Albany and return; New York to Cambridge, Md., total 580 miles. Twenty-seven starters, 12 survivors.

1905—One day, New York to Waltham, Mass., 250 miles. Forty-four starters, 34 survivors.

1906—Two days, New York to Rochester, N. Y., 390 miles. Thirty-four starters, 11 survivors.

1907—Two days, New York to Providence, R. I., 305.4 miles. Fifty-five starters, 36 survivors.

1908—Two days, Catskill, N. Y., to Brooklyn, N. Y.; Brooklyn to East Quogue, L. I., and return, total 354½ miles. Sixty-one starters, 32 survivors.

1909—Two days, Cleveland, O., to Indianapolis, Ind. Ninety-six starters, 67 survivors.

This year's F. A. M. endurance contest, which is the ninth of the great annual national reliability runs, will be longer than any of its predecessors, save only the 1904 run, the total distance being 505.7 miles. It will be a three days' function, starting from the Century Motor Club headquarters, 1606 North Broad street, Philadelphia, on Monday, 8th inst., and terminating at the same place Wednesday night, 10th inst.

The first day's run, which will be the hardest of the series, will be to Stroudsburg, 170.6 miles, which is but four miles from the famous Delaware Water Gap. Between Allentown and Stroudsburg the most unpleasant going will be encountered, this section having some poor roads and formidable hills.

On Tuesday the contestants will touch three states, in their run of 152.1 miles, crossing the Pennsylvania line into New York and, after touching it at Newburg, heading southward again into New Jersey, the night being spent at Newark. This day's travel should be agreeable and easy; the roads are excellent and the country rolling. The run home on Wednesday will be the longest of the contest, 180.7 miles, but the distance will be compensated for by the fairly good going to be had, the country being of a level, or almost level, nature. As the accompanying map indicates, the course is triangular in shape and parallels the Jersey coast for quite a distance. The checking stations and controls for each day, together with the distances, are as follows:

First day, August 8th, 170.6 miles.

Start Philadelphia, Century Motor Club, Broad and Oxford streets, 7 a. m.

	Miles.
Norristown (check)	22
Reading (control)	60
Hackettstown, N. J. (control)	141
Stroudsburg, Pa. (control)	170.6

Second day, August 9th, 152.1 miles.

Leave Stroudsburg, Indian Queen Hotel, 8 a. m.

Port Jervis, N. Y. (control)	41
Newburgh, N. Y. (control)	84
Pompton, N. J. (check)	128
Newark (control)	152.1

Third day, August 10th, 183.0 miles.

Leave Newark, Koehler Garage, 7 a. m.

Asbury Park (control)	53
Absecon (control)	131
Camden (control)	181
Finish Philadelphia, Century Motor Club (control)	183.0



ROUTE OF F. A. M. ENDURANCE CONTEST

As usual, there will be two classes, A, for private owners, and B, for trade riders, but they will not be subdivided into single and multiple cylinder sections. There will be no hill climbs or other intermediate tests which have been a feature of past contests. Competitors will start with an initial score of 1,000 points, from which deductions will be made on the following basis: One point for each minute late not in excess of 30 minutes, and two points for each minute late over half an hour. Five points per minute will be assessed for arrival ahead of schedule up to half an hour, which latter will mean disqualification. Complete substitution of any component units of the machine will entail disqualification.

Because of the possible unavoidable delay which may be entailed in crossing the ferry from Camden to Philadelphia on Wednesday, 30 minutes will be allowed to go from the Camden control to the final control, and a half hour leeway also is allotted at all noon controls.

Motorcycle to Drive Farm Machinery.

Motorcycle service on the farm usually is confined to the running of errands. But if the plans of one Alexander Jeszensky, inventor, of Nograd Koevsd, Austria-Hungary, bear fruit, they may be applied in the haulage of agricultural machinery. Jeszensky has patented a system whereby seeders, hay-rakes, teddars and the like can be driven by attaching motor bicycles to the two principle wheels of the machine. Power for operating the mechanism may be derived directly from the wheels of the machine or by means of power shafts driven through suitable connections from the motorcycles.

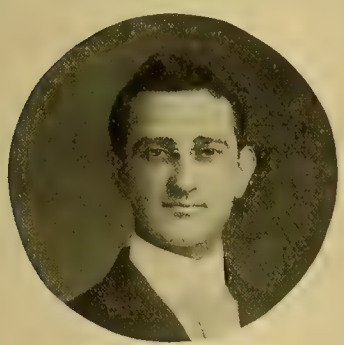
Philadelphia and What It Holds for the F. A. M.

Counting the meeting at which it was organized, the meet which the Federation of American Motorcyclists will hold in Philadelphia next week is eighth in the line of annual gatherings.

The F. A. M. was organized in Brooklyn, N. Y., September 7th, 1903. Its inception was due to R. G. Betts, of New York, who conceived and led the movement that resulted in the federation's formation; he served as its president for four years and Dr. George B. Gibson, of Westboro, Mass., who was its first treasurer, has since uninterruptedly occupied that office.



W. WORTHINGTON, JR.
Secretary F. A. M. Meet Club



CHARLES KRAUSS
Chairman Tour Committee



THOMAS DESMOND
Chairman Entertainment Committee

The call for organization was issued by a joint committee consisting of three members each from the Alpha Motorcycle Club of Brooklyn—the first motorcycle club in America, now, alas! defunct—and the New York Motorcycle Club. The six men who signed the call were R. G. Betts, chairman, E. L. Ferguson and F. A. Roy, representing the New York club, and Charles L. Simms, E. W. Wyatt and R. D. Thompson, representing the Alphas.

The Alphas at that time shared the splendid club house of the once-famous Kings County Wheelmen on Grant square, Brooklyn, and it was there that the F. A. M. was born. Seven states were represented and George H. Perry, of New Haven, Conn., presided as the first chairman.



CENTURY MOTOR CLUB'S HOME

Following the Brooklyn meeting, the F. A. M. has met in annual session for fun, frolic and business in the following places:

1904—Cambridge, Md.
1905—Waltham, Mass.
1906—Rochester, N. Y.
1907—Providence, R. I.
1908—New York City.
1909—Indianapolis, Ind

"The "eighth annual," the one which occurs in Philadelphia next week, is in charge of the Century Motor Club and the F. A. M. Meet Club, the latter being an outgrowth of the former. The officers of the Meet Club and the men on whom the burden falls are as follows:

J. Fred Hartman, president; W. A. Ennis, treasurer; W. Worthington, Jr., secretary.



W. A. ENNIS
Treasurer F. A. M. Meet Club



W. R. BARNES
Chairman Finance Committee



G. H. GREISS
Chairman Prize Committee

Chairmen of committees—Finance, W. R. Barnes; publicity, F. Berrodin; racing, W. G. Rhodes; tours, Charles Krauss; prizes, G. H. Greiss; entertainment, Thomas Desmond; hotels, Robert Andorf.

The program which they have arranged is as follows:

Monday, August 8th.

Ninth National Endurance Run and Reliability Contest.

First day—Philadelphia to Stroudsburg, 170.6 miles.



THE FOUNDERS OF THE FEDERATION OF AMERICAN MOTORCYCLISTS; BROOKLYN, N. Y., SEPT. 7, 1903

Tuesday, August 9th.

Second day of endurance run—Stroudsburg to Newark, 152.1 miles.

Wednesday, August 10th.

Third day of endurance run—Newark to Philadelphia, 183.8 miles.

Thursday, August 11th.

9 a. m.—Photograph taken at the club.
9:30 a. m.—Musiness meeting F. A. M.
2 p. m.—Run to Valley Forge.
Evening—Smoker at Turf Villa; music, vaudeville, refreshments.

Friday, August 12th.

9:30 a. m.—Business meeting F. A. M. Also run to the "Orchards," country home Philadelphia Athletic Club.
3 p. m.—Racing at Point Breeze track.
7 p. m.—Run to Willow Grove.

Saturday, August 13th.

10 a. m.—Run to League Island.
2p . m.—Racing at Point Breeze track.
Evening—at the club.

Sunday, August 14th.

9 a. m.—Run to Atlantic City.

The club house of the Century Motor Club, 1606 No. Broad street, will be the headquarters during the week and, of course, the center of activity. The Majestic will be the official hotel.

To the sightseer who visits Philadelphia for the first time it will be full of historic and general interest. Moreover it is a town possessing probably more of that individuality which characterizes all American towns than any other of the great cities. Ever since Ben Franklin ran down Broad street with a loaf of bread under his arm Philadelphia has prided herself on her polite and prim personality. She is very metropolitan, very modern, but no transmutation of time or chance ever can make her other than Lady Philadelphia.

The stranger within her gates won't be impressed with her rows upon rows of detached red brick dwellings, with their white doors and window casings, white marble doorsteps and green blinds. Also he looks with respectful admiration upon the many queer little slanting mirrors which adorn the windows of certain first floors front, because, as he is informed, they are designed to enable the timid housewife to keep watch of visitors and to be "not at home," if occasion requires.

The "City of Brotherly Love," as it was known in the days when the old "Pepper Box" stood in Center square, where now stands the City Hall, is one of the "big towns" of the United States and an important commercial and manufacturing center. Brisk and bustling industrial communities and peacefully beautiful residence suburbs crowd its environs, while its business sections boast as well appointed and commodious buildings as any in the land.

But it is for its public works and its points of historical interest that Philadelphia is, perhaps, most noted and most beloved by its inhabitants. The bulk of the business section fairly crowds around the City Hall, which was years in building and cost—any newsboy will tell you how much—to construct. The dome which surmounts the central tower is presided over by an heroic figure of William Penn himself, who smiles benignly down on Broad street station and used to overtop the whole town, though that was before they had begun erecting the big modern office buildings.

After City Hall the next and greatest source of pride to the citizen is Fairmount Park, which stretches away for miles with its connecting boulevards and furnishes the nucleus for a wonderful system of magnificent good roads. Nor will the visitors be permitted to go away without seeing the United States Mint, where they may gaze their fill upon untold wealth, see the coin of the realm in the making and, if they be so disposed, obtain, for a modest price, gold dollars, upon the reverse side of which are engraved in microscopic letters the Lord's Prayer, the Twenty-third Psalm, the Twenty-fifth chapter of Job, or something to that effect.

On Seventh street, above Filbert, is the old Mint, right where it has stood since 1792. But that is only the beginning of the historical attractions. There is the old Liberty Bell, on which countless scribblers have inscribed their names in days gone by, but which has long since lost its voice; and there are whole rooms full of relics of Colonial and revolutionary days.

Washington and Adams were inaugurated for their second terms in the Second City Hall, and there Thomas Jefferson was inaugurated President in 1797. The spot

where met the First Continental Congress still is pointed out, as is the site of the old Town House. The first paper mill in America, where was made the paper for the first weekly journal issued in America, still remains. And in West Fairmount Park stands Penn's House, which stood in Leatitia street when good old William made it his home, and which was built of brick imported from England in the days before it was known that clay existed on this side of the Atlantic as well as on the other.

Everywhere those who are keen for scenting out "first" somethings or other, will find their ambition satisfied, and sometimes they will fairly stumble upon them unawares. There is the run to Valley Forge, for example, and the trip to League Island, which also is not without its associations, though of a more modern kind. Philadelphia boasts, in the Old Abbey, one of the first road houses in America, where, it is reputed, Washington and some of his contemporaries occasionally used to stop for wayside refreshment. But it also boasts as modern and satisfying a group of hostelries as any town could wish for, and it is no idle speculation that whatever else occurs, no parched throats or empty stomachs will cry in vain for relief as long as motors will mote and tires hold air and while the Meet Club holds its sway over the destinies of the visitors.

The F. A. M. Business Meeting and Its Promise

The annual business meeting of the F. A. M., which is slated to begin at 9:30 a. m. on Thursday next, 11th inst., will be of uncommon interest. It will be the first meeting held under the new constitution and by-laws, which substitute government by a board or directors for government by an executive committee, and which otherwise contain some marked departures from the present form of government. In fact, the meeting in Philadelphia may prove the last one that will be open to all members, as there then will be offered an amendment to the constitution providing for the creation of a central congress or body made up of elected and appointed delegates.

While this form of government is and long has been favored by not a few of those members who have the best interests of the F. A. M. at heart, it is a question whether or no the amendment providing for the delegate system legally can be considered at the Philadelphia meeting. The present constitution, which was adopted at a special meeting in Chicago, called for the purpose in February last, did not become effective until the second day of this month. At the Chicago meeting an effort to have the delegate system instituted was defeated, but after the constitution and by-laws had been adopted and the specific objects for which the meeting was called had been accomplished, those members who remained and who previously had objected to the delegate plan were induced to change their opinions and, accordingly, there was drafted an amendment to a constitution which just had been adopted and which did not become effective until some six months later —a rather remarkable and doubtful proceeding. This amendment is as follows:

Amend Article 8, of By-Laws to read as follows:

Section 1. Same as present.

Section 2. The National Assembly shall be governed by delegates.

Section 3. All officers of the National body shall by virtue of their office be ex-officio members of the assembly.

Section 4. Every affiliated club of the F. A. M. shall elect one or more of their members as delegates to the National Assembly, such delegates to be elected on the basis of one delegate for each twenty-five members or major portion thereof, who are also members of the F. A. M. The State Commissioner shall by virtue of his office be a delegate to the National Assembly and shall, in addition to himself, appoint one delegate for every twenty-five F. A. M. members or major portion thereof in his State. In arriving at the number of delegates in each State to be selected by the State Commissioner, all members of Clubs affiliated with the F. A. M. are to be deducted from the total membership.

Any duly appointed delegate who is unable to attend the National Assembly shall appoint an alternate to whom shall be given the necessary credentials.

Section 5. The secretary of every affiliated club and the commissioner of every state shall at least thirty days previous to the meeting of the National Assembly mail to the president a list of all the delegates elected by the club and by the state commissioner.

Section 6. No delegate shall have more than one vote and no delegate shall be entitled to a seat in the Assembly who is not a member of the F. A. M., in good standing.

Section 7. (Same as old Section 2.)

The president shall call a meeting of the National Assembly upon a written request of at least twenty-five members, said request to state the object or objects of said meeting.

Amend Article XI of By-Laws to read as follows:

These By-Laws may be altered or amended by a two-thirds vote of the delegates present at any regular meeting, or at any special meeting called for the purpose. In case of extreme necessity as determined, by a majority of the board of directors, a mail vote of the Assembly, such Assembly being the duly appointed delegates at the previous National Assembly, may be taken and a three-fourths vote of all votes cast shall be required for adoption of proposed amendments.

Notice of the proposed amendments shall be given thirty days in advance of such meeting or of said mail vote.

Notice of proposed changes in By-Laws published in recognized motorcycle journals shall be considered sufficient notice.

Amend Article III, Section 1, of Constitution to read as follows:

There shall be held between June 15th and September 15th of each year a National Assembly of delegates of the F. A. M., who shall be chosen in a manner as provided in the By-Laws of the F. A. M., at such place and time as the board of directors may decide upon, and not less than sixty nor more than ninety days notice of such meeting and the hour and place to be held shall be given. Announcement of such meeting in the recognized motorcycle journals shall be considered as sufficient notice to all members. Fifty delegates personally present shall constitute a quorum.

Amend Article VI, Section 1, of Constitution to read as follows:

This Constitution may be altered or amended by a two-thirds vote of the delegates present at any regular meeting or at any special meeting called for the purpose. In case of extreme necessity, as determined by a majority of the board of directirs, a mail vote of the Assembly, such Assembly being the duly appointed delegates at the previous national meeting, may be taken and a three-fourths vote of all votes cast shall be required for adoption of the proposed amendments.

Notice of the proposed amendments shall be given thirty days in advance of such meetings or of said mail vote.

Notice of proposed changes in Constitution published in recognized motorcycle journals shall be considered sufficient notice.

There is promise of some other interesting proceedings. The reinstatement of the professional, Guy M. Greene, by the competition committee, despite the provision of the constitution forbidding it, likely will be brought to a head, as will several other matters of moment.

Of course, the annual election of officers also will occur. But two candidates for the presidency are in sight, the present incumbent, F. I. Willis, of Indianapolis, who has been indorsed by the Western District, and C. C. Wilber, of Keene, N. H., vice-president of the Eastern District, who has been officially nominated for president by his district. Neither gentleman is very keen for the office.

Mr. Wilber, who has organized the Eastern District as no other district ever was organized before, and who is a tireless and capable worker, is willing to serve the F. A. M. in the higher office if called upon, but he will not "play politics," enter into any deals or in any way run after the position.

Mr. Willis does not desire re-election for the sake of the office. His administration has been beset by difficulties and has been subjected to some criticism, and his desire for re-election springs chiefly from a wish to be "vindicated" or indorsed.

Although by virtue of his position and performances Wilber would seem the logical candidate for the presidency, Mr. Willis and some other of the Western members appear not to favor him and are reported to be grooming a dark horse who will be trotted out if occasion requires.

The Western District also has endorsed Charles F. Ball, of Indianapolis, for the secretaryship, in which office much of the

troubles of the Willis administration has centered, some of them since Ball was appointed to succeed the previous incumbent who under pressure resigned several months since. There also has been some talk of combining the offices of secretary and treasurer and electing Dr. G. B. Gibson, of Westboro, Mass., who has been treasurer of the organization since its formation in 1903, to the dual office. Gibson, always a willing worker, is ready to assume the double burden if it is so desired, and to do so, too, without "allowances" or other pay.

The vice-president nominated by the several districts who will be presented for formal election at the Philadelphia meeting are as follows:

Eastern District—C. C. Wilber, Keene, N. H., or, if Wilber be chosen president, E. M. Ellsworth, Bangor, Me.

Western District—Frederic B. Hart, Chicago.

Southern District—L. W. Thompson, Louisville, Ky.

Pacific District—C. M. Frink, Los Angeles, Cal.

There may be opposition to Frink's election at least, as the San Francisco Motorcycle Club has nominated A. W. Green for the vice-presidency, and maintains that as the members of the Pacific District never were notified of the meeting at which Frink was re-nominated and had no voice in the matter, the said meeting was illegal and without force of effect.

Six directors also will be elected; the two receiving the greatest number of votes will serve three years, the two next highest two years, and the next two one year.

THE OFFICERS OF THE F. A. M. FROM 1903 TO 1910.

1903.

President—R. G. Betts, New York.
Vice-Presidents—For the Eastern District, George H. Perry, New Haven, Conn.; for the Western District, B. B. Bird, St. Paul, Minn.; for the Southern District, W. W. Austin, Daytona, Fla.; for the Pacific District, Don E. Campbell, San Francisco.
Secretary—E. L. Ferguson, New York.
Treasurer—Dr. G. B. Gibson, Westboro, Mass.

1904.

President—R. G. Betts, New York (re-elected).
Vice-Presidents—For the Eastern District, Herbert L. Marsh, Hackensack, N. J.; for the Southern Dis- for the Western District, Paul Stamsen, Muskegon, Mich.; for the Pacific District, Louis H. Bill, San Francisco, Cal.
Secretary—Henry J. Wehman, Brooklyn, N. Y.
Treasurer—Dr. G. B. Gibson, Westboro, Mass. (re-elected).

1905.

President—R. G. Betts, New York (re-elected).
Vice-Presidents—For the Eastern District, E. W. Carritt, Brooklyn; for the Western District, Grant W. Hunter, Hammond, Ind.; for the Southern District, H. A. French, Baltimore, Md. (re-elected); for the Pacific District, Louis H. Bill, San Francisco (re-elected).
Secretary—Henry J. Wehman, Brooklyn (re-elected).
Treasurer—Dr. G. B. Gibson, Westboro, Mass. (re-elected).

1906.

President—R. G. Betts, New York (re-elected).
Vice-Presidents—For the Eastern District, Theodore K. Hastings, New York; for the Western District, Irving R. Hall, Chicago; for the Southern District, H. A. French, Baltimore, Md. (re-elected); for Pacific District, Frank M. Byrne, San Francisco.
Secretary—Henry J. Wehman, Brooklyn, N. Y. (re-elected).
Treasurer—Dr. G. B. Gibson, Westboro, Mass. (re-elected).

1907.

President—R. G. Betts, New York (re-elected).
Vice-Presidents—For the Eastern District, W. A. Suddard, Providence, R. I.; for the Western District, Irving R. Hall, Chicago (re-elected); for the Southern District, Edward Y. White, San Antonio, Tex.; for the Pacific District, R. K. Holmes, Los Angeles, Cal.
Secretary—Henry J. Wehman, Brooklyn (re-elected).
Treasurer—Dr. G. B. Gibson, Westboro, Mass. (re-elected).

1908.

President—E. L. Ovington, New York.
Vice-Presidents—For the Eastern District, E. L. Buffington, Providence, R. I.; for the Western District, John R. Ball, Milwaukee, Wis.; for the Southern District, Edward Y. White, San Antonio, Tex. (re-elected); for the Pacific District, R. K. Holmes, Los Angeles, Cal. (re-elected).
Secretary—Henry J. Wehman, Brooklyn (re-elected).
Treasurer—Dr. G. B. Gibson, Westboro, Mass. (re-elected).

1909.

President—Fred I. Willis, Indianapolis, Ind.
Vice-Presidents—For the Eastern District, C. C. Wilber, Keene, N. H.; for the Western District, Charles Wyatt, Indianapolis; for the Southern District, E. M. Hughes, Louisville, Ky.; for the Pacific District, C. M. Frink, Los Angeles, Cal.
Secretary—Leroy Cook, New York; C. F. Ball, Indianapolis, Ind. (successor).
Treasurer—Dr. G. B. Gibson, Westboro, Mass. (re-elected).

The F. A. M. Championships and Other Races to be Run

The races which form a part of all F. A. M. meets will be held in Philadelphia on Friday and Saturday, 13th and 14th inst. They will take place at the triangular one mile dirt track at Point Breeze, which is situated eight miles from the center of the city.

Fourteen events will make up the program, seven each day. While originally four national amateur championships were scheduled, only three—the one and ten miles and one hour—will be held, the two miles championship having been replaced by a 25 miles professional event for machines up to 61 cubic inches. The mile championship will be held on Friday and the others on Saturday. The complete program follows:

Friday, August 12th.

Five miles novice, 30.50 cubic inches, open to those who never have won a prize, either first, second or third. Prizes: 1st, pair Goodrich casings; 2d, pair Goodrich tubes.

Ten miles, private owners, 30.50 cubic inches, fully equipped single cylinder stock machines. Prizes: 1st, pair Diamond casings; 2d, Corbin brake; 3d, pair Empire tubes.

Ten miles, trade riders, 61 cubic inches. Prize: 1st, silver cup.

Twenty-five miles professional scratch, 61 cubic inches. Prizes: 1st, $20; 2d, $10; 3d, $5.

One mile national amateur championship, open, 61 cubic inches. Prizes: gold, silver and bronze medals.

Ten miles, Philadelphia championship, 30.50 cubic inches. Prizes: 1st, silver cup.

Twenty-five miles amateur, 30.50 cubic inches. Prize values: 1st, $20; 2d, $10; 3d, $5.

Saturday, August 13th.

Ten miles, private owners, 61 cubic inches, fully equipped stock machines. Prizes: 1st, pair G & J casings; 2d, pair Empire casings, 3d, pair of G & J inner tubes.

Ten miles national amateur championship, open, 61 cubic inches. Prices: Gold, silver and bronze medals.

Fifteen miles, professional, 61 cubic inches. Prizes: 1st, $20; 2d, $10; 3d, $5.

Ten miles, trade riders, 30.50 cubic inches. Prize: G & J silver cup.

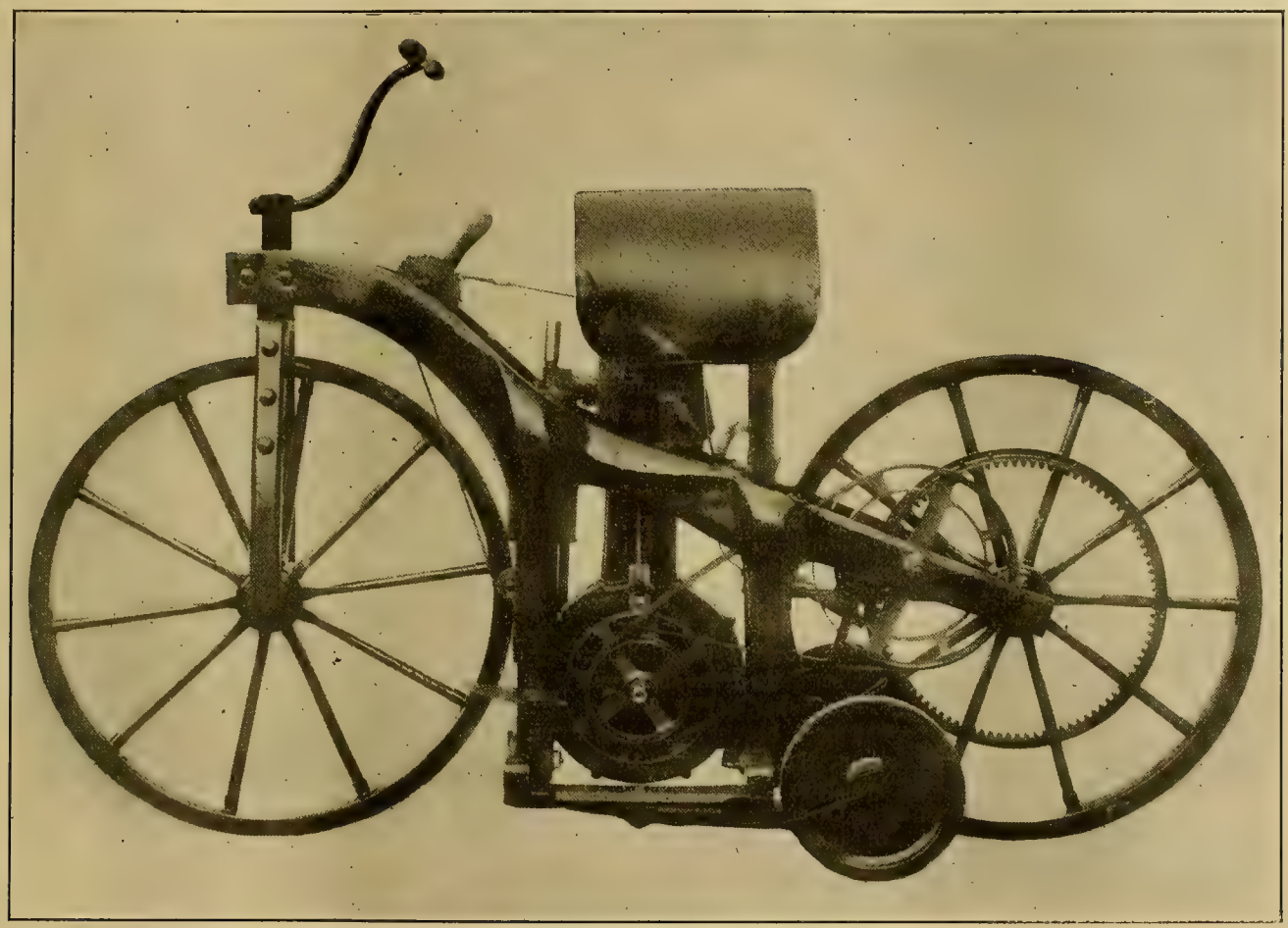
Twenty-five miles, professional, 61 cubic inches. Prizes: 1st, $25; 2d, $15; 3d, $10.

One hour national amateur championship, open, 61 cubic inches. Prizes: Gold, silver and bronze medals.

One mile time trials to lower track record of 59⅕ seconds. Prize: One pair Goodrich tires complete.

The Beginning of the Motor Bicycle

Although comparatively few are aware of the fact, on the 10th of next November the motorcycle will reach its 25th birthday, according to the best of information. As to just who was the "father of the motorcycle," and as to the precise date of its birthday, authorities differ, as they so often do in regard to events of historical import or interest. But certain it is that Gottlieb Daimler, of Cannstatt, Wurtemberg, first essayed to ride his new machine on November 10th, 1885, and that it is the earliest gasolene motorcycle of which authentic record has been preserved.



THE FIRST MOTORCYCLE—BUILT BY GOTTLIEB DAIMLER IN 1885

As a matter of fact, whatever controversy exists as to the origin of the motorcycle centers around the three years beginning 1883. In that year a Frenchman, one E. Delamare-Debouteville, produced what is thought to have been the first motor tricycle ever put upon the road. Working in conjunction with Malandin, he developed a carburetter at about the same time, which was patented in February, 1884. The Debouteville tricycle seems not to have been wholly successful, however, for little beyond the fact of its existence remains through even the relatively short period which has elapsed.

Carl Benz, of Mannheim, was active during the same period. His activities also were confined to the development of a tricycle, and his construction was patented in 1885, the same year as Daimler's. It generally is conceded, however, that Daimler's invention was given prior recognition, and certain it is that Daimler's was the first two-wheeled single track machine driven by a gas engine.

This group of inventions occurred at a period when the development of the gas engine was proceeding rapidly, and when that form of prime mover was just emerging from the chrysalis state. Previously, various attempts had been made to construct self-propelled road vehicles. The most important of them occurred in the days when the steam engine likewise was in the formative period. Several took the three-wheeled form and hence, by a broad construction, might be classed as anti-dating the tricycle.

Of this class were the attempts of Walter Hancock, prior to 1830, and others; while way back in 1785 William Murdock, a pupil of James Watt, the inventor of the steam engine, built what might be called a miniature steam tricycle. None of the early three-wheeled steamers was highly successful, however, and none of them partook in any way of cycle construction. Therefore it is to Delamare-Debouteville, Daimler and Benz that credit belongs for the practically contemporaneous invention of the motorcycle idea, and to Daimler in particular for the production of the first motor bicycle, which is shown by the accompanying illustration.

With the gas engine, as then understood, Daimler was thoroughly familiar. Born in 1834, he served his apprenticeship as a machinist in Alsacem, studied at the Stuttgart technical high school and afterward also in France and England. Later he became technical director of the Otto and

Langen Gas Motor Factory, where the famous Otto engines were built.

His first vehicle, crude though it was, according to present ideas, exhibits a singularly clear conception of the requirements of motorcycle construction, and in its power plant reveals a remarkable forecast of methods which are still popular.

The present type of safety bicycle had not yet come into being and, as the picture shows, Daimler's machine was of the pedalless variety of velocipede equipped with wooden wheels, a "sawbuck" frame and a saddle which suggests the fantastic curvettings of the innocent hobby horse. The springless frame, vertical fork and iron-tired wheels are reminiscent of "bone-shaker" days. Evidently even the intrepid Daimler himself had his doubts concerning the dirigible properties of his mount, for he equipped it with substantial trundle wheels on either side, to serve as supports in case of unpleasant tendencies to lean one way or the other.

The motor was rated at half a horsepower and was closely similar to the type which Daimler afterward manufactured in quantities and which he licensed others to build in later years. Cooling was accomplished by forcing air through a thin metal jacket which surrounded the cylinder; a fan on the crank shaft drawing air from one side and discharging it around the top after causing it to pass over the entire cylinder surface. Hot tube ignition was the inventor's early favorite.

In the matter of drive close similarity to a modern type will be observed; that is to say, flat belt transmission used in connection with a reducing gear. Where, in modern practice, the reducing gear, when used, is placed on the engine end of the drive, however, Daimler's preference was for mounting the reduction at the other end of the line. Accordingly the belt from the engine pulley was carried over a driven sheave mounted on a stud at one side of the frame; while a small spur pinion on the same shaft drove the rear wheel by annular tooth connection. The belt was tensioned by means of an adjustable idler, much after the present fashion.

Although the machine was put into experimental service in 1885, the first patents covering the design of the Daimler engine were applied for soon after he left the Otto and Langen works, in 1882, and established a business of his own. German patent No. 28,022 was issued to him on December 16th, 1883, while the fundamental motor bicycle patent, No. 36,423, was issued August 29th, 1885, and covered the combination of "a bicycle with a gas or petroleum prime mover." His United States patent of the same period (U. S. patent No. 313,923) was issued March 17th, 1885. A second German patent, granted to him in August, 1886, stipulates the arrangement of the motor under the seat and between the wheels of a "single track cycle or sledge frame." The Benz German patent, application for which was made on January 29th, 1886, was not issued until November of the same year. It related, of course, to tricycle construction.

From Daimler's inception of the motor bicycle idea to the time of its real development in a practical way, however, was a matter of 14 or 15 years. He and other pioneers were turning their attention to other channels while the bicycle builders of the day had their hands full in supplying the growing demand for the "silent steed."

Naturally enough it was the sporting side of cycling that first led to the adoption of the motor bicycle in earnest. And although many individual attempts had been made to produce a practical self-propelled bicycle, it was through the medium of the race track that the public first became familiar with the sight and sound of the motor attached to a single track machine.

During the late 90's, just at a time when the utility of the small gas engine was coming into prominence, paced racing was in high favor. Records made by means of tandem human pace having risen until it seemed they could go no higher, the idea of installing a small motor on a tandem bicycle was born. Oscar Hedstrom, now designer of Indian motorcycles, at that time was engaged as racing man and pacemaker, and also was building light racing bicycles, and, not unnaturally, he became interested in the development of motor pace. He turned his attention seriously to the construction of pacing tandems in 1897, and it was this circumstance that led directly to the association of Hedstrom with the Hendee Manufacturing Co., in 1901. The history of the Indian motorcycles, of course, dates from that time.

A number of De Dion motor tricycles had been brought into this country and at about the same time C. H. Metz, of the Waltham Manufacturing Co., which built the Orient cycles, took up the construction of motor pacing tandems, installing in them the imported DeDion motor. On these tandems, and on Hedstrom's, the motors were mere auxiliaries, as the riders pedaled even while the motors barked. Orient tricycles and a four-wheeled type, prophetically if inellegantly termed the "Auto-go," also were built and equipped with motors. In 1899 and 1900 motorcycles were under construction in nearly a dozen different parts of the United States, and hopeful inventors in this country and abroad were racking their brains in an effort to get into what had come to be regarded as a most promising business.

From Daimler's time to the period of the motor pacing machine, however, the motorcycle by no means was without its adherents. The familiar steam engine, which always exercised a powerful attraction over inventive genius, was regarded by many as having possibilities in connection with cycle propulsion, and many fruitless attempts were made to perfect suitable apparatus, even in very early days. Among the pioneer efforts in this line may be mentioned the Austin steam velocipede, which dated way back to 1868, and an adaptation of the old Star bicycle, which was invented by two Californians, L. D. and W. E. Copeland, in 1884. There were also the steamers made by W. Irving Twombly and E. H. Roper, both of Massachusetts, in 1894 and 1896, respectively.

Of the individual and unrewarded efforts to produce a gas driven bicycle which preceded the sudden expansion of the business in 1900, little need be said. In 1894 the Wolfmuller machine appeared abroad, though not with sufficient frequency to secure for it a prominent niche in the Hall of Fame. Then, in 1895, the redoubtable E. J. Pennington, he of peculiar and bitter memory to many persons, appeared at the bicycle show in Madison Square Garden, New York, with two different motor bicycle models.

Although hundreds of men examined the Pennington product with care, and asked numerous questions about its construction, few of them were able afterward to give a clear account of "what made the wheels go 'round," though all agreed that they did go. There was no mistake about the fact that the Pennington bicycles were motor bicycles; the only mistake lay in pinning too much faith in Pennington's promises as to the extent to which the machines were going to be exploited. When Pennington disappeared he took with him his motorcycle project as well as his airship plans and other schemes. And though fleeting glimpses of the man and his other schemes have been caught several times since that period, the "internals" of his motorcycles remain more or less of a mystery to this day.

In 1897, the Duncan machine appeared in France, and probably others of which there is no record. Then, in 1900, came the Werner, also a French machine; the Butikofer, in Germany; and the Singer, which had its motor oddly incorporated into the rear wheel, in England. The same year, American builders produced the Sager, Orient, Holley, Thomas Auto-Bi, Marsh, Lear and others.

It is hardly necessary to trace the development of the motorcycle through the last ten years of its growth. Events within the past decade are generally familiar, for one thing, while they have multiplied in numbers and diminished in significance to the art almost in direct proportion. Motorcycling history for the last ten years is a story of logical mechanical evolution and commercial development; but it is a different story from that of its inception.

Oddly enough this second chapter is one which Daimler was not permitted to enter into. Whatever notion he may have had as to the future which lay in store for the gasolene motorcycle when he climbed into the "rocking horse" seat of his first and only machine on that November day in 1885, he never lived to see realized. He died in 1899.

DEROSIER EASILY POTS KETTLE

Toys with the Los Angeles Rider at Wandamere Motordrome—Goes a Mile in 44 Seconds.

Salt Lake City, July 31.—Jake Derosier brushed elbows with the world's mile record at the Wandamere motordrome last night, and although he failed to upset it, he inscribed a new track record for the distance. He was clocked the three laps in 44 seconds, shaving the fractional three-fifths from the former track record and falling short of the world's figures by a similar fraction. Through the failure of the gun to fire at the proper instant his attack on the half mile figures went for naught. With Whittler under suspension, Kettle was pitted against the Frenchman in a five miles match to touch off fireworks for the amusement of the 2,000 people in the stands. Jake seemed to toy with the Los Angeles youngster and took the match in straight heats. The first was the fastest, 4:10; the second required 4:26.

The five miles trade rider event was unanimously voted the best race ever run on the track. Balke, Ward and Seymour were the performers and they never were more than a few yards apart at any time, see-sawing all the way. The climax came in the last lap, when they all cut loose and finished less than four feet apart, Seymour beating Balke by less than a wheel. Time, 4:30⅗.

In the five miles professional the Samuelson brothers broke even, each taking a heat, and W. E. winning the final. T. M. Samuelson won the first heat from his brother by a small margin, and Kettle, whose machine was of lesser power, was a good third, considering the handicap. G. S. Clayton captured the second heat, but in the final 10 miles the Samuelsons outgeneraled him, W. E. Samuelson winning from T. M. Claflin had it on the others in the five miles amateur and won handily, Thomas beating Bernstein for second. There was considerable delay in starting the events. The summaries:

Three miles, for private owners—Won by Duval; second, Galeazzi; third, Deal. Time, 3:46.

Five miles match, Derosier vs. Kettle—Won by Derosier in straight heats. Time, 4:10 and 4:26.

Five miles, professional, first heat—Won by T. M. Samuelson; second, W. E. Samuelson; third, Kettle. Time, 4:28.

Five miles, amateurs—Won by Seymour; second, Balke; third, Ward. Time, 4:30⅕.

Five miles, professional, second heat—Won by Clayton; second, McCormick; third, Senhouse. Time, 4:41.

Five miles, local amateurs—Won by Claflin; second, Thomas; third, Bernstein; fourth, Westlake. Time, 4:31⅕.

Ten miles, professional, final heat—Won by W. E. Samuelson; second, T. M. Samuelson; third, Clayton. Time, 8:36⅖.

Seven Numbers at Pueblo Meet.

Three thousand people saw Ray Lichtenberger, riding an Excelsior, win the 10 miles race for the city championship at the fair grounds, Pueblo, Col., on the 24th ult. Lichtenberger won the title after a hard struggle, in which he vanquished M. Eno, Indian, who was the only other aspirant for the honor. Time, 14:39. These two riders clashed again in the five miles free-for-all, and Lichtenberger for the second time bested his formidable rival in a close contest. Time, 7:24. G. Shockley, Harley-Davidson, was another double winner, taking the five miles for belt machines and the slow race.

The summaries:

Five miles for belt machines—Won by Shockley (Harley-Davidson); second, Sara (Excelsior). Time, 7:46⅖.

One mile match, E. Thomas (Theim) vs. D. O'Neil (Racycle)—Won by Thomas. Time, 2:02.

One-eighth mile slow race—Won by Shockley (Harley-Davidson); no others finished. Time, 2:00.

Five miles, free-for-all—Won by Lichtenberger (Excelsior); second, Eno (Indian). Time, 7:24.

Ten miles, city championship—Won by Lichtenberger (Excelsior); second, Eno (Indian). Time, 14:39.

Five miles for chain machines—Won by Evans (Indian); second, DePalmaia (Indian). Time, 7:97⅗.

Five miles match, Doyle vs. Lichtenberger—Won by Doyle. No time given.

Bigger Field at the Tuileries.

An influx of new racing machines added spice to the races at the Tuileries track, Denver, Col., on Sunday, 31st ult., and despite the heavy track, due to the severe rains of a few days previous, some exciting sport was witnessed by the big crowd, which was the largest of the season. The local professional colony was increased by the acquisition of Miller and Frickenstein, who made their debut as cash collectors. Boyd and Cassady corraled a majority of the events, each taking two. Frickenstein beat Miller by 5 yards in the 3 miles for twins. Time, 3:48. The summaries.

Three miles, singles, amateur—Won by Cassaday; second, Schwartz. Time, 4:11.

Three miles, twins, professional—Won by Frickenstein; second, Miller. Time, 3:48.

Three miles, singles, amateur—Won by Cassaday; second, Schwartz. Time, 4:05.

Five miles, singles, professional—Won by Boyd; second, Albright; third, Wolters. Time, 6:11.

Five miles, single stock machines, professional—Won by Boyd; second, Warren; third, Albright. Time, 6:17.

Three miles, free-for-all—Won by Armstrong; second, Boyd. Time, 3:19.

NOLL OPENS OKLAHOMANS' EYES

Captures Five of Nine Motorcycle Events in Three Days' Meet—Brewster Defeats Huyck.

Herbert Noll, riding an Indian, carried off a majority of the events in the motorcycle races held in conjunction with the three days' automobile meet given by the Oklahoma City (Okla.) Automobile Club at the fair grounds on the 28th, 29th and 30th ult., capturing five of the nine numbers carded. Although Fred Huyck was present he failed to land a single event, and twice was defeated by Brewster, Harley-Davidson, who proved a Tartar for the champion. The ten miles for trade riders on Friday furnished the prettiest going of the meet. Four started, Huyck taking the lead, but he was passed by Noll, Indian, who soon relinquished it again to Huyck. In the meantime Brewster loomed up, and in the fourth lap tagged Noll and Huyck. At this juncture Noll fell back, but Huyck refused to surrender and put up a hot fight both men riding neck and neck until, on the last lap, Brewster drew ahead and won by several yards. The attendance was very poor.

First Day—Thursday, 28th.

Five miles handicap—Won by Herbert Noll, Indian; second, O. M. Brewster, Harley-Davidson; third, McGranahan, Harley-Davidson. Time, 7:44.

Ten miles, trade riders—Won by Herbert Noll, Indian; second, O. M. Brewster, Harley-Davidson. Time, 12:49⅗.

Five miles, Harley-Davidson machines—Won by McGranahan; second, Munn. Time, 7:52⅖.

Second Day—Friday, 29th.

Ten miles, trade riders—Won by O. M. Brewster, Harley-Davidson; second, Fred Huyck, Indian; third, Herbert Noll, Indian. Time, 13:13⅕.

Five miles open—Won by Herbert Noll, Indian; second, Fred Huyck, Indian. Time, 6:57⅕.

Five miles, local riders—Won by Herbert Noll, Indian; second, Churchill, Harley-Davidson; third, Gibson, Harley-Davidson. Time, not given.

Final Day—Saturday, 30th.

Five miles open—Won by O. M. Brewster, Harley-Davidson; second, Fred Huyck, Indian. Time, 7:16⅕.

Five miles, stock machines—Won by Churchill, Harley-Davidson. Time, 8:02⅖.

Australian pursuit—Won by Herbert Noll, Indian; second, Gibson, Harley-Davidson. Distance, 2½ miles. Time, 5:52.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

NIXON AND BERNARD IN RIVALRY

Their Brilliant Work Supplies the Backbone of Dayton's Motorcycle Meet—Howitz and Allen Win.

Clipping the fraction from the track mile record of 1:17⅗, which was established by Fred Huyck, and winning three hotly contested races in brilliant fashion, Harry Nixon, astride a Merkel, covered himself with glory at the Dayton (O.) Motorcycle Club's meet at the fair grounds on the 30th ult. Pressing the local boy hard for the honors, and an equal favorite with the large crowd present, Harvey Bernard, who came from Chicago to bag a few scalps for the Indian, captured two events in sensational fashion, and also gave the crowd a scare by hitting the fence in the time trials, from which, however, he escaped unscathed.

Already familiar with Nixon's ability, the crowd first got a line on Bernard when these two met in the three miles open, and straight away the wise ones predicted that the Chicagoan would give the local boy all that he could digest, if not more. Bernard led Nixon until the last turn, when the latter somehow found another ounce of the needful and passed Bernard, winning by less than a yard. Howitz, Thor, arrived third. A good field, among them Nixon and Bernard, came out for the five miles handicap, and again these two furnished the fireworks, but were unable to overhaul Allen, Indian, who had a big handicap. Nixon nosed out Bernard for second by a scant length.

With two straight victories over Bernard, Nixon came forth confident in the five miles for trade riders, but the tables were turned this time, and Bernard never was headed, although Nixon was dangerous throughout. In another similar event Bernard had a walkover and defeated Nixon by a big margin, Allen, Indian, taking third. Nixon then shaved two-fifths of a second from Huyck's track figures for the mile, placing it at 1:17, and Bernard in attempting to push it still lower, took the turn too wide and hit the fence. With honors even, each having two victories over the other, Bernard and Nixon came forth for the rubber, an unlimited pursuit. It soon developed into a two man affair between Bernard and Nixon, with the former creeping up ever so slow. In the eighth mile Bernard's engine went wrong and it was all over, Nixon quickly passing him. It was a sort of unlucky day for Ivan Jacobs; first his New Era machine burned up and then he fell from a Thor in the pursuit race, but he managed to escape serious hurts on both occasions.

The summaries:

Two miles for private owners—Won by Howitz (Indian); second, Kofer (Thor); third, Smiley (Indian).

Five miles for machines of less than 61 cubic inches—Won by Howitz (Indian); second, Kofer (Thor); third, Smiley (Indian); second, Nixon (Merkel); third, Kofer (Thor).

Three miles for trade riders—Won by Nixon (Merkel); second, Bernard (Indian); third, Howitz (Thor).

Five miles handicap—Won by Allen (Indian); second, Nixon (Merkel); third, Barnard (Indian).

One mile time trial—Nixon (Merkel) in 1:17 (track record).

Five miles for trade riders—Won by Bernard (Indian); second, Nixon (Merkel); third, Allen (Indian).

Two miles open for members of D. M. C. only—Won by Nixon (Merkel); second, Allen (Indian); third, Howitz (Thor).

Five miles free-for-all—Won by Bernard (Indian); second, Nixon (Merkel); third, Allen (Indian).

Unlimited pursuit, nine entrants—Won by Nixon (Merkel); Bernard (Indian) last to be caught. Distance, 7¾ miles.

Seattle Sees Fast Track Work.

Literally riding rings around the other contestants, A. H. McQuestion on an Indian was the star attraction at the motorcycle races held at Madison Park, Seattle, Wash., on the 23d ult. McQuestion won the 10 miles race for twins in whirlwind style, lapping the others several times and cutting the corners in sensational fashion. He seemed likely to duplicate in the 15 miles handicap had it not been for a slight accident which held him up for two laps, but as it was he made up most of his lost distance by hurricane riding. W. G. Taft, Excelsior, was the winner. Three accidents occurred, but in each case the casualties were slight. D. S. Cline, Excelsior, who won the 5 miles race, hit the fence in the handicap, but came off with slight bruises. A. W. Hirsch, Harley-Davidson, swerved to avoid a collision in the five miles race, and losing his equilibrium rolled off his machine while moving rapidly. He picked himself up unhurt, but before his machine could be removed Carl Hassenpflug, Excelsior, ran into it and came a cropper. His helmet saved him from anything worse than a few scratches.

The summaries:

Five miles for machines of less than 31 cubic inches—Won by D. S. Cline (Excelsior); second, H. Toussey (Excelsior); third, W. G. Taft (Excelsior). Time, 8:05.

Ten miles for machines between 31 and 61 cubic inches—Won by A. H. McQuestion (Indian); second, S. Keller (R-S); third, C. H. Garvey (Yale). Time, 13:54.

Fifteen miles handicap, free-for-all—Won by W. G. Taft (Excelsior); second, H. Toussey (Excelsior); third, S. Keller (R-S); fourth, M. Lewis (Harley-Davidson. Time,

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

SIDE CAR RACING AT SPOKANE

Novelty and Variety in Motorcycle Association's Program—McKellar and Kent Provide the High Speed Thrills.

For variety, the card of races held by the Spokane (Wash.) Motorcycle Association at the state fair grounds on the 30th ult. was all that could be desired, and afforded the crowd of 1,000 people who attended amusement of several kinds. McKellar and Kent supplied the thrills in the out and out speed contests, the former bagging two closely-fought races. The 10 miles time trial to establish a track record was run in heats, Kent taking the first by a few yards in 14:29. The final was cut to five miles to save time, and McKellar annexed it by half a length in 7:07½. He scored another victory in the 10 miles for twins, defeating J. Freese by inches. Time, 13:31½.

Freese established a mile track record, with a whirl in 1:13½. The five miles race for sidecars proved the most exciting of the day, the lady passengers leaning inward on the turns to hold the machines down in true professional style. Four parties started, but owing to a bad start the Blomberg team never had a chance, and the battle lay between the Freese and Cook teams, the former winning by a wide margin. Time, 8:19. Herbert Lundberg won the mile bicycle race for newsboys handily. Time, 1:57⅗. Charles Martell and Oliver Miller followed in that order.

The summaries:

Ten miles motorcycle match, McKellar vs. Kent—Final heat (reduced to five miles) won by McKellar. Time, 7:07½.

Ten miles for twins—Won by McKellar; second, Freese, Time, 13:31½.

Track record time trial, one mile—Won by J. Freese; time, 1:13½. Second, McKellar; time, 1:14.

Five miles for side cars—Won by J. Freese and wife; second, J. S. Cook and Miss Fossgate. Time, 8:19.

Motorcycle slow race—Won by "Shorty" Kent (Excelsior); second, A. S. Kent (Excelsior).

Novelty race—Won by J. Freese.

Newsboys' bicycle race—Won by H. Lundberg; second, C. Martell; third, O. Miller. Time, 1:57⅗.

Jeffersonville's Tag Law is Void.

Jeffersonville, Ind., one of those communities which has succumbed to the new popular pastime of licensing and tagging motorcycles, has had an awakening. The city fathers after passing an ordinance taxing automobile and motorcycle owners $5 for the privilege of operating their machines in the city have discovered that the measure is a violation by the state law and is therefore null and void because of its conflict with the state's prerogatives.

AMERICA'S VISIT TO BERMUDA

First Tour Proves Both Novel and Enjoyable—The Sights Seen, Sports Witnessed and Courtesies Extended

Sunburned to a man, and each declaring he had the "time of his life," those members of the Century Road Club of America and their friends who left New York City, Saturday, July 23d, for a vacation in Bermuda, returned by the Royal Mail Steam Packet Co.'s Steamship "Trent" Monday afternoon last, 1st inst. The return of the tourists brought to a successful conclusion the club's first annual Bermuda Cycle Tour, and arrangements already have been made to repeat the outing next summer on a much broader scale.

The "Trent" steamed her way down New York harbor on Saturday morning, July 23d, and the usual monotony of a first day on ship-board was relieved in the evening through the courtesy of Commander C. E. Down, R.N.R., of the "Trent," who arranged a dance on the starboard promenade deck. As there were more than sufficient of the fair sex to provide each rider with a partner, needless to add this feature was appreciated.

Later the same evening the—to some—most interesting feature of the entire trip took place in the smoking cabin. This was a prize drawing—the winner of which received a cash remuneration of $37.50, equivalent to the cost of a tour ticket. Each member of the tour received a numbered ticket and as the slips were drawn from a a box (it being the last number drawn that won) the excitement heightened accordingly. Finally only two numbers remained—"No. 23" (Herman Geiler) and "No. 2" (Miss Lucy Pierando). Miss Pierando proved luckiest and was a popular and much photographed young lady the remainder of the trip.

When the "Trent" arrived at Bermuda Monday morning there was a large delegation of representative Bermudians to greet the invading tourists. Flags of the Century Road Club of America completely covered the promenade deck railing of the steamer, and the tender "Corona" in which the passengers were transferred to the dock, was liberally bedecked with pennants of the prominent Bermuda clubs.

Among those who welcomed the tourists were S. C. Bell, president of the Bermuda A. A.; Captain James Harnett, of the Hamilton Dinghy Clnb; A. S. R. Spurling, secretary of the Bermuda Cricket Club, and Hy. Freisenbruch, president of the Royal Wheel Club. The cyclists were informed that during their stay in Bermuda they would be honorary members of all the clubs named. Mayor M. Wainwright, of Hamilton, also extended the "freedom of the city."

Thanks to the courtesy of the customs officials, the formality of examining luggage was soon over, and the party scattered to various hotels for luncheon, the majority going to the Hamilton and the Frascati, while others sought the Kenwood, American and New Windsor.

Those individuals who previously had imagined there would be nothing to do in Bermuda but "sleep, eat and ride bicycles" very soon "saw a light." The whirl started Monday afternoon with a short ride to the Gibb's Hill light, and there scarcely was time for supper before the tourists were called to the Richmond Cricket Field, there to listen to a delightful concert and vaudeville by members of the 2nd Bedfordshire Regiment, through the kind arrangement of Colonel Longworthy.

Tuesday's program called for a tour to historic St. George's, and those who did not care for the 30 miles bicycle ride made the trip in carriages. The "Devil's Hole" and its thousands of irridescent trained fishes and the magnificent "Crystal Cave" were visited en route. In the evening the Hamilton Hotel gave a dance.

Although every day presented some attraction for the visitors it was Wednesday, July 8th, that held the most interest for the native Bermudians and the British soldiers quartered there. That was the occasion of the "Sports Carnival" for the handsome prizes presented by the Royal Mail Steam Packet Co.

As evidence of the keen interest of the Bermudians in the athletic meet is cited the following: For the swimming race in the morning the Corporation of Hamilton held a special meeting and passed an ordinance granting the use of Public Dock No. 5 as a "grandstand" for the use of the tourists and their friends. Inspector of Police Beelmore detailed two policemen to see that only those who belonged there were admitted to the wharf, one corner of which had been canvassed off as a dressing room; Captain Watlington loaned his tug "Ajax" from which the contestants could dive off; Captain Masters loaned his fast motorboat for the officials' use, and Harbor-Master James Harnet instructed the harbor police to keep the water clear of craft while the race was in progress. For the afternoon events the Hamilton Cricket Club allowed the use of its magnificent field and club house, and otherwise made the visitors comfortable. Mayor Wainwright officiated as referee and the other officials were prominent Bermudians.

There were seven entrants in the swimming race—Chesley White, Eric Spurling, Walter Harnett, Dunbar Beel, Stanley Simmons, all Bermudians; J. H. Wood, of the Grafton Swimming Club, London, and Henry A. Fox, of the Crescent A. C., Brooklyn.

H. A. Gliesman got the men overboard in good order and the Bermuda athletes early demonstrated their mastery in the water. White, swimming with a powerful stroke, soon assumed the lead and finished an easy first, with Simmons in second position, ten yards behind. Spurling and Harnett had a pretty splash for third place, the former winning by a head. Wood was fifth, Fox sixth and Beel last.

As there were eight entries for the 100 yards dash, the curtain-raiser to the field events at the cricket field, two heats and a final were necessary. Horace Hocking, of the New York West Side Y. M. C. A., won the first heat from T. S. Murdoch, Bermuda A. A., without half trying. The second heat produced an eye-lash finish between R. P. Silbernagel, Mohawk A. C., New York, and F. J. Mullin, Bermuda A. A., R. P. Murdy, C. R. C. of A., being a close third. The final heat was fast—Hocking, who participated in the London Olympiad last year, finished first in 10⅗ seconds, a yard ahead of Silbernagel, and Mullin a close third. Murdoch was a poor fourth.

In the mile run Silbernagel was cheered from the time he started until he finished. He had a stride that recalls the famous English runner, Shrubb, and after the first lap—there were 4¾ laps to the mile—the Bermudians who had wagered on local favorites mentally and figuratively kissed a farewell to their money. Silbernagel won by a half length in 4:55⅕, with C. A. Laise, University of Pennsylvania, second. A dead heat for third resulted between Kenneth Smith, Bermuda A. A., and Charles Scherholz, Newark (N. J.) Y. M. C. A. Each will be given a medal. The other starters were L. R. Motyer, H. G. Stoke and J. R. Steele, all of the Bermuda A. A.

Then followed the baseball game between the Century Road Club and the Hamilton Cricket Club. David E. Bergren and Herman Geiler, respectively, pitched and caught for the cyclists, and Burke and Stanton was the battery for Bermuda. Others who played for the cyclists were E. L. Groff, R. G. Westervelt, A. H. Seeley, W. Kirchner, George Bieregel, Clarence Lake, Herman Hartjen, Herman Hintze and H. A. Gliesman. As it was growing late and there still remained the bicycle race to be run, it was decided to cut the game to six innings, when the score was tied in the fifth. Bermuda scored two runs and won the trophy—6 to 4. A return game was scheduled for Friday, but through some misunderstanding it did not occur, although individual prizes already had been purchased by Colonel Ben Swope, the captain of the Bermuda nine.

The bicycle race—a 5 miles handicap—was held from the Ducking Stool, near the cricket field, to Flatt's Village, 2½ miles, and return, and it seemed that all Bermuda was out to witness the start and finish. After seeing the visitors ride a number of local riders withdrew their entries. Bermuda, however, was well represented by Robert Fagan, Arthur Ray, Dunbar Bell and O. H. Bell. Walter F. Whitty, former all-around athlete of the Dublin University,

Charles Walter Kenish, of the 7th Regiment, New York, and Oliver Bell, of Paget, had the limit of 2 minutes, and Herman Geiler and R. G. Westervelt, both members of the C. R. C. of A., occupied the honor position of scratch. They overhauled all the others in the first half of the race, and Westervelt simply ran away from every one in the final sprint. He finished in 13:55, excellent time, considering the hilly course and the fact the race practically was run in the dark. George Bieregel (1:30) and Herman Geiler had it nip and tuck for second, the first-named winning by a length. Adrian Bastide (1:30) was fourth, Arthur Ray (0:30) fifth, and Dunbar Bell (0:30) sixth.

The aftermath of the race was quite as interesting as the race itself. No negroes were allowed in any of the events and this led one of them, who posed as the champion of the island, to declare that the visitors were afraid of him. Westervelt was nettled by the statement and said he would race the negro for any distance. The negro chose 10 miles and the match was held over the same course the following evening. The C. R. C. of A. boys got together and collected nearly $100, which promptly was covered by the negroes of Bermuda. It is almost a pity to tell the result. After sleighriding all the way the negro was left standing still in the last half mile. Westervelt beat him by fully a quarter mile, and the Bermuda cafes coined money that evening.

From a social standpoint the most delightful feature during the stay in Bermuda was the "smoke-talk" at the New Windsor's Flemish room on Wednesday evening. Although such informal gatherings are of common occurrence in New York it was the first of the sort in Bermuda and everyone seemed well pleased at the way H. A. Gliesman managed things. It did more to promote good feeling between the visitors and natives and to establish closer fraternal relations between the American cyclists and the good people of Bermuda than anything else could have done. Although the affair was a novelty to the Bermudians they certainly proved capital orators, and it was a real feast of reason and flow of soul from cocktail to liqueur. An excellent repast was served at the expense of the Royal Mail Steam Packet Co., and after the toasts of "The King," "The Royal Mail Steam Packet Co.," "The President of the U. S. A., and the "Century Road Club of America" were musically honored, the speechmaking began.

H. A. Gliesman first alluded to the cordial welcome extended the visitors in Bermuda, and in the course of his remarks announced that as a result of the trip a Bermuda Division of the C. R. C. of A. had been formed, and Henri Freisenbruch, the popular local dealer appointed centurion. He then referred to S. Cecil Bell, president of the Bermuda A. A., as one of the most unselfish and energetic men he had met.

Mr. Bell, in the course of his reply, said the visitors had the best wishes of Bermuda as a colony. The club, he stated, was a small but flourishing organization (its membership is nearly 200). They got beaten in the field sport sometimes, but they could take a "licking" with anybody. Walter Whitty, of the Royal Mail Steam Packet Co., made a very humorous speech, interjected with "Whitty" Irish stories that kept his hearers in continual laughter.

The toast to "The Press" was responded to by both W. Thompson of the Colonist and J. C. McLaughlin of the Royal Gazette. Mr. Thompson's remarks were delightfully funny, and Mr. McLaughlin also handled his subject in scholarly manner. Both pledged themselves to always assist in worthy projects of the sort. F. K. White, Colonel Ben Scoope, Charley White, Stanley Paschal, H. T. Conyers, A. S. Cooper, C. A. Laise, Gerald Masten and R. P. Silbernagel were the other speakers. The prizes were presented to the victorious athletes before the gathering dissembled in the "wee sma' hours."

Thursday's program included short trips to various points of interest and excursions to the marine gardens and the aquarium, while a delightful moonlight excursion around the islands attracted about 200 people in the evening.

There was another band concert Friday evening, and the visitors regretfully left Bermuda Saturday morning, arriving in New York Monday last, 1st inst. The "ship's run" was won by Charles Walter Kenich and Horace Hocking won the raffle for a wireless message.

To Herman Geiler, centurion of the New York State Division, goes the credit of fully expounding the fundamental principle of the Century Road Club of America. Before they left every member had agreed to ride a century while in Bermuda, but the blandishments of the "Twelve most popular girls of Scranton, Pa.," who were numbered in the party, to say nothing of the charms of the fair Bermuda damsels, made Suley, Kirchner, Groff, Bastide, Hintze, Westervelt, Murdy, Bieregel, De Hart and other indefatigable 100-mile pluggers forget previous good resolutions. All except Geiler preferred social enjoyment to the doubtful pleasure of riding a century under a hot sun. Geiler started early Friday morning and finished in good season, after being checked every 20 miles, as required by the rules. His blank bears several notable signatures and, incidentally, his century was the first ever ridden in Bermuda. It is not unlikely that Geiler will be presented with a medal in commemoration of his ride, a movement for that purpose already having been started.

Wants Lamps and Bells Abolished.

If the utterances of the Waterloo Reporter are correct, that Iowa city is a wonderful place. It is so well lighted at night that lamps on vehicles are wholly unnecessary and the inhabitants are so constituted that they resent the sound of an alarm bell or horn as adding greatly to the danger of accident. The Reporter discovered these conditions when the police began enforcing a slumbering ordinance requiring bicycles to carry bells and lamps, and it calls on the city fathers to repeal the "useless law," which "entails hardships and annoyance on hundreds of citizens."

"The equipping of bicycles with lamps has become obsolete," declares the Reporter in the course of its remarkable discoveries, and apparently speaking for that small portion of the world not occupied by Waterloo. "Cities throughout the country have ceased to require it and manufacturers do not provide for a need where there is no demand. Inquiry among dealers discloses that there are not in the entire city enough bicycle lamps to supply five per cent. of the wheels in the city, and they are hard to get from the jobbers in any considerable quantities. If the authorities insist on continuing this old ordinance it will take several months to supply all wheels in the city, and in the meantime the great majority of owners will have to lay up their bikes when the sun goes down. The cost of lamps and carbide is also considerable, and will be a hardship to many.

"If boys want to have bells on their velocipedes let them get all the fun they can out of it, but don't compel men going to their places of business or work to be eternally ding-a-linging along the streets," urges the Reporter in conclusion.

Zurich Cyclists Want Tax Abolished.

Bicyclists in Zurich, Switzerland, are agitating by means of a monster petition against the cantonal bicycle tax of three francs. They desire it reduced or abolished. As the income to the revenue department amounts to 60,000 francs ($1,200) a year, and the department wants money, there is only faint hope of success. In a majority of the Swiss cantons the annual tax on bicycles is 5 francs, or $1.00.

Court Forbids Bicyclist to Ride.

Fred Frost, Bridgeport, Conn., will not ride a bicycle for the next five months at least. The reason is that last week Judge Wilder sentenced him to spend that period in jail, and to pay a fine of $1 and costs besides, after finding him guilty of stealing a bicycle from Otto Gregory. Frost admitted the theft, and the police are of the opinion that he is a professional wheel thief.

Mourns Loss of High Wheeled Relic.

Daniel DeLong, a bicycle dealer of Chillicothe, O., mourns the loss of an unusual bicycle—unusual it is that it is one of the high wheel variety. It was taken from in front of his shop where it had been left after being ridden in a parade, but of what possible use it can be to any thief is unfathomable.

KRAMER DISQUALIFIED AT NEWARK

Swings Too Wide in Winning Half-Mile Championship Semi-Final—Fogler Captures the Final.

The racing at Newark, N. J., on Sunday, 31st ult., was marked by the disqualification of Frank L. Kramer in the semi-final of the half mile professional championship, for foul riding. As Kramer is such a clean rider in this respect that even the veterans cannot remember his having trouble with the referee on such grounds, the incident caused a general buzz. While Kramer is acquitted of any intentional fouling, his wide swing in going around Floyd Krebs on the last turn was such as to throw Fred West out of his stride, and West's protest, through the action of Referee Kelsey, disqualified the champion, although he had finished first. Krebs, who finished second, was given first, with John Bedell second for the semi-final. The final went to Joseph Fogler, who jumped Krebs at a lap and a half to go, and led all the way home. Patrick Hehir gave Krebs such a tussle for second that some of the judges picked him for the place, but the majority gave it to Krebs, with John Bedell fourth. One umbrella would have covered all four men as they came over the line.

From scratch, Fogler and Kramer caught the limit men at two miles in the five miles pro handicap, but they had no easy time after that, as the pace was swift. Walter Bardgett scared them all at three miles by opening a gap of half a lap, and it was hot work catching him, Kramer and Edward Root leading the pack. Alfred Goulette's tire was stripped off, but he kept his head and avoided knocking anyone over. Kramer overhauled John Bedell close to the finish line, Fogler getting third, with West and Krebs following into the money. Root scored in front in the two miles invitation.

Colored riders made a big delegation in the amateur events, several of them qualifying in the heats of the three miles open, but the final of three miles was won handily by Carl Ericson, with Frank Blatz a good second. Paul Baker, of Passaic, took the mile novice from John Bruyn. The summaries:

One mile novice—Won by Paul Baker; second, J. B. Bruyn. Time, 2:24⅗.

Half mile National Circuit Championship—Won by Fogler; second, Floyd Krebs; third, Hehir; fourth, John Bedell. Time, 1:20⅘.

Three miles, amateur—Won by Ericson; second, Blatz. Time, 7:20⅘.

Two miles invitation, professional Class A—Won by Root; second, Menus Bedell; third, Hill; fourth, Palmer; fifth, Lawrence. Time, 4:52⅖.

Five miles handicap, professional Class A—Won by Kramer (scratch); second, John Bedell (20); third, Fogler (scratch); fourth, West (90); fifth, Floyd Krebs (140). Time, 10:37⅘.

Collins the Victor at Clifton.

One hour's grinding behind pace at the Clifton (N. J.) Stadium on Sunday, 31st ult., gave Elmer J. Collins a victory over George Wiley by three laps, with Clarence Carman two miles behind and Carl Vanoni and Frank Galvin four miles to the bad. Wiley was the only one to give Collins serious battle, and stuck well in the furious pace that Collins set. It took Collins 20 miles to tag a lap on Wiley, but at 25 miles he was able to attach two more. His hour total was 40 miles 4 laps. Charles Stein appeared in the role of motor pace operator for Carman, as a variation from Class A cycle sprint racing.

Two miles open for Class B professionals was the occasion for as close a finish as the Clifton fans have seen. With two laps to go, Martin Ryan sailed out in front with Philip Wright in tow. When they were overhauled, Thomas Smith was into the home stretch first, with Magin second, but Wright cut loose with a sprint that brought him over the tape two inches ahead of Smith, with Magin and E. J. Hollister crowding through them for third and fourth. The Class B half mile handicap was a no-let-up scramble, which Werner Beck won from 50 yards, followed by Morton, King and Mesigal. The summaries:

One hour motor paced—Won by Collins (40 miles 4 laps); second, Wiley (40 miles 1 lap); third, Carman (38 miles 4 laps); fourth, Vanoni (36 miles 4 laps); fifth, Galvin (36 miles 2 laps).

Half mile handicap, professional Class B—Won by Beck (50); second, Morton (55); third, tie between King (70) and Mesigal (45). Time, 0:58⅘.

Two miles, professional Class B—Won by Wright; second, T. Smith; third, Magin; fourth, Hollister. Time, 4:24⅘. Morton winner of lap prize.

Uses Fuel at 202 Miles per Gallon.

It seems almost incredible but a 2¼ horsepower motorcycle, in a gasolene consumption competition promoted by the Surry (England) Motorcycle Club traveled at the rate of 202 miles on one gallon of fuel. Unfortunately this economist was disqualified for traveling the wrong way around the course, but the eventual winner showed a rate of no less than 145 miles per gallon.

Dante's Time a World's Record.

The motorpaced ride made by Carl Dante of Leipzic at the Munich, Germany, track on May 15, 1910, when he covered 100 kilometres in 1 hour 5 minutes 44 seconds, has been passed by the officials of the German Tracks Association as an amateur world's record. The former record for the distance was held by F. Cuzin in 1:05:45⅖.

PRO RIDERS STRIKE FOR DROBACH

Providence Program Halts Until Chapman Lets Him Ride—Strange Discovery of "Low Altitude" Records.

Trouble developed at Providence on Friday night, 29th ult., when Manager Chapman told Peter Drobach that the latter could not ride in the ten miles open for Class A professionals. Drobach did ride, because the other riders stuck by him and threatened to "strike," and Chapman finally gave in. His attempt to bar the sturdy Bostonian is said to have been caused by Drobach's refusal to ride a 50 miles motor paced race that Chapman had scheduled for him at a later date.

Not the least feature of the evening was the exclusive discovery by Providence sharps that there are "low altitude" and "high altitude" cycle records, the latter being those that are made at Salt Lake City. This differentiation permitted them to go mad with enthusiasm over Kramer's "breaking" the "low altitude" record for a quarter mile against time, in going the distance in 24⅗ seconds. Comparisons with Lawson's record of 23⅘ were dismissed on the ground that the latter is a "high altitude" record made at Salt Lake City and does not count in the East.

Kramer took the ten miles decisively, but the crowd jeered the judges' decision that John Bedell and not Fogler was second, as Fogler seemed to have Bedell beaten by two or three feet. Menus Bedell and Patrick O'Sullivan Hehir got in for fourth and fifth. Drobach's insistence on riding resulted in his being able to capture 10 of the $2 laps. Walter Bardgett, in a rousing sprint with Charles Stein, captured the mile invitation handicap by a winning jump in the last two yards before the tape. Both Class B events were meat for Phil Wright. The summaries:

Quarter mile record trials, professional—Won by Kramer (24⅗); second, tie between Albert Crebs and A. Goulette (25⅘); fourth, tie between Root, Floyd Krebs and Fogler (25⅗); seventh, tie between Drobach and Hehir (26); ninth, Bardgett (26⅕).

Half mile, professional Class B—Won by Wright; second, Ryan; third, Beck. Time, 58⅕.

One mile invitation handicap, professional Class A—Won by Bardgett; second, Stein; third, Mitten. Time, 2:06⅕.

Three miles, professional Class B—Won by Wright; second, T. Smith; third, Jokus; fourth, Beck. Time, 6:51½.

Ten miles, professional Class A—Won by Kramer; second, John Bedell; third, Fogler; fourth, Menus Bedell; fifth, Hehir. Time, 21:17⅗.

Three miles motorcycle match, Turville vs. Hunter—Won by Turville; time, 4:11⅗.

WARM TEN MILES AT SALT CITY

Macfarland Makes Things Easy for Clarke —Latter Loses Handicap to Hopper— Colvin Scores Twice.

Salt Lake City, July 30.—Dollar lap money kept things in fever heat throughout the ten miles open lap race at the Salt Palace last night, but through all the excitement and attempts at lap stealing, Floyd Macfarland kept within striking of the front and gave Jack Clarke a snug sleigh ride until two laps from the finish, when he turned loose Clarke to win. The little Australian "delivered the goods" in brilliant fashion, and Gordon Walker, who made it his one effort to stick to Clarke's rear wheel, was rewarded by arriving as the second car of the Clarke special, taking second money. Lawson and Diefenbacher followed, while Macfarland finished fifth, sitting up.

Hardy Downing, with Whittler operating the motor, attacked Duer's two miles paced record of 2:35⅘, and made his first half mile in the record breaking time of 38⅖, as against the record of 39 seconds, but the two miles took him 2:38⅖.

Riding from scratch, Clarke was beaten by Hopper only by inches in the half mile pro handicap. Colvin triumphed over Herman, Huey and Gemple in the amateur pursuit race, and also took the two miles lap event for amateurs, which latter was enlivened by a spill in which a dozen riders fell. The summaries:

Two miles, amateur—Won by Colvin; second, Huey; third, Rodberg; fourth, Carlberg. Time, 4:14⅘.

Half mile handicap, professional—Won by Hopper (175); second, Clarke (scratch); third, Dorlan (65); fourth, Carslake (40). Time, 53⅗.

Tyo miles motor paced time trial by Downing—Time, 2:38⅖.

Australian pursuit, amateur—Won by Colvin. Time, 4:03; distance, 1 mile 6 laps 10 yards.

Ten miles, professional—Won by Clarke; second, Walker; third, Lawson; fourth, Diefenbacher; fourth, Macfarland. Time, 20:57.

McCarthy No Match for Andrews.

With a reputation for having ridden at Newark and elsewhere with the fast American pro's, Fred McCarthy returned to Toronto and tried conclusions with Canada's champion, Walter Andrews, at Scarboro Beach on Saturday night, 30th ult., but Andrews ate him up in their mile match race, French style, best two in three heats. It only required two heats. Andrews jumped McCarthy in the back stretch on the bell lap of the first heat and romped in looking back. In the second heat he let McCarthy have a length's lead to the home stretch, where he overhauled him like a fast mail passing a sidetracked freight. Five other cycle events and a motor race constituted the remainder of the program. The summaries:

One mile novice, final heat—Won by R. Brady; second, A. Watson; third, W. Foster. Time, 2:30.

One mile invitation, best two in three—Won by W. Andrews; second, F. McCarthy. Time, 2:53⅖, 2:40.

Miss and out—Won by H. McDonald; second, G. McMillan; third, Doc Morton.

Two miles handicap—Won by W. Andrews (scratch); second, G. McMillan (50); third, H. Young (100). Time, 4:40⅗.

One mile (boys)—Won by Staunton; second, Knight; third, Bingley. Time, 2:34⅘.

Five miles team relay—Won by G. McMillan and W. Wilson; second, W. Andrews and W. Smith. Time, 12:44.

Five miles, motorcycle—Final heat, won by W. Anderson; second, H. Kipp; third, McLean. Time, 8:57.

Woods the Star at Fresno Meet.

Riding an Indian motorcycle, George Woods, of Fresno, Cal., won every event in the races run at San Jose Driving Park, in which he entered. The meet which was held under the auspices of the San Jose Motorcycle Club brought forth an enthusiastic crowd. Aside form the performance of Woods, the most spectacular work was that done by Court Edwards, who gave a thrilling exhibition in trick riding on bicycle, motorcycle and unicycle. Although the track was far from being in good shape, the riders swept around the curves so recklessly that several miles were clocked considerably below the minute mark. In the 10 miles race, particularly, Paul Rea and Bill Baker, both San Jose amateurs of little experience, made the more experienced Woods bring forth all his cunning and knowledge of the game to win by a scant length from Rea. In the unlimited pursuit, Woods overhauled both Rea and Broderick, the latter being caught after a hard struggle at the end of the 15th mile. The summaries:

Five miles for 3½ horsepower machines —Won by Jacobson; second, Forgoda. Time, 6 minutes.

Five miles for belt driven machines—Won by Broderick; second, Viera. Time, 6:36.

Five miles free-for-all—Won by Woods; second, Broderick. Time, 5:15.

Two hundred yards slow race—Won by Brown. Time, 2:68.

Ten miles for five horsepower machines —Won by Woods; second, Rea; third, Baker. Time, 10:13.

Trick riding exhibition by Court Edwards.

Unlimited pursuit—Won by Woods; second, Broderick; third, Rea.

Five miles for four horsepower machines —Won by Viera; second, Brown; third, Thompson. Time, 6:25.

DEAD HEAT PROVES VERY LIVELY

Crebs and Kramer Give New Haven Fans a Thrill—Goulette Takes Two—Collins Defeats Wiley.

With Albert Crebs well in the lead in the final lap of the quarter mile national championship, Frank Kramer, by a superb burst of speed, made it a dead heat, at New Haven, Conn., on Thursday night, 4th inst. The finish stirred the New Haven fans to a frenzy. In the 20 miles motor paced race Elmer Collins led for the entire distance, which was covered in 29 minutes 54 seconds. George Wiley came strong in the last five miles and had recovered all but 15 yards before the 20 miles was out.

Seventeen fast men started in the two miles pro handicap, with Kramer and Fogler on scratch. Patrick Hehir led a mad chase for almost the entire last mile, but Alfred Goulette jumped him in the stretch, taking first money, Floyd Krebs appropriated third, while Fogler closed his last gap in time to grab fourth. Goulette also annexed the Class A mile event in a hard sprint against Fred Hill. New Haven amateurs were given a two miles handicap all for themselves. Miller and Gruntman took first and second honors. A stranger, however, M. G. Shutter, of West Haven, tagged Samuel Painter after 1 mile 5 laps of plugging in the Australian pursuit number. The summaries:

Quarter mile national championship (final heat)—Dead heat between Kramer and Albert Crebs; third, Hehir; fourth, Floyd Krebs. Time, 29⅗.

Australian pursuit, amateur—Won by M. G. Shutter; second, S. Palmer. Time, 4:08. Distance, 1 mile 7 laps.

Two miles handicap, local amateurs—Won by Miller; second, Guntman. Time, 4:54.

One mile handicap, professional—Won by Goulette; second, Hill. Time, 2:05.

Twenty miles, motorpaced—Won by Collins; second, Wiley. Time, 29:54.

Two miles handicap, professional—Won by Goulette; second, Hehir; third, Floyd Krebs; fourth, Fogler; fifth, Mitten. Time, 3:55.

Wanted Beer Served at His Bier.

"Cycle clubs invited to attend; beer and sandwiches and lively music furnished if I leave enough money to pay for it," were the funeral directions included in the will of Dr. H. C. Massie, a San Francisco dentist, who died in the city recently. Twenty years ago he was a prominent member of the San Francisco Bicycle Club, and he retained his enthusiasm for cycling and cyclists until the end. Although he left an estate valued at about $6,000, his plans were not carried out, as the will was not opened until after the burial.

"FOURTH ANNUAL" BEST CONVENTION EVER HELD.

(Continued from page 271.)

cycles behind in filling orders, as I understand the factories are this year, than accumulate half that amount of surplus stock to demoralize the market.

I strongly advise against any advance in the prices of bicycles or bicycle accessories, other than is made necessary by the increase in cost of production. The public is taking kindly to the bicycle again, and let us treat it fairly.

The controlling of prices by combinations has always seemed to me wrong in principle, and so long as there is no over-production I believe every manufacturer of good goods can sell his output at a fair profit. My observation leads me to believe that the profit from manufacturing bicycles is sufficient, as I know several makers who are riding around in $5,000 cars. You don't see many jobbers in Packards. Most of us take a street car or walk, but I believe one or two have made enough money to own Hupmobiles.

I have put myself on record as being in a small way a "trust buster," and perhaps it may seem a little inconsistent for me to be president of the jobbers' association. I want to explain that to my mind there is a vast difference between a combination and an association. My idea is that by getting together as we do once or twice a year, exchanging ideas and becoming acquainted, more good can be accomplished than by trying to establish arbitrary selling prices. It seems to be, too, that the man who shouts loudest for a selling agreement is often the first one to break his word and cut prices.

I would like to make it clear that our association does not hold an umbrella over its members. No man can say that because he is a member he is entitled to any special consideration from the manufacturer. If a jobber signs an agreement, and does not live up to it, our association does not undertake to assist him to re-establishing himself in the good graces of the manufacturer. We are not an association of criminals for the suppression of crime.

Who is a jobber? This question is ever before us, and is still difficult to answer. I believe I voice the sentiments of the members of our association when I say that it is not our intention to use our influence to withhold jobbing prices from any firm who is entitled thereto. There are no set rules to follow, and the situation is very complex.

There is the large hardware jobber, who sells a few bicycle supplies, but spends no money for the general good of the bicycle trade.

There is the sporting goods dealer who enjoys the extreme prices on fire-arms, and dabbles a little in bicycle sundries, most of which he retails.

There is the jobber of rubber hose and a few bicycle tires. Is he entitled to the extreme price on bicycles and supplies?

Then the automobile or motorcycle supply jobber, who wants to buy bicycle goods right, thinking his salesmen might pick up occasional orders for bicycle sundries.

Then there is the mail order house, who buys in enormous quantities, and makes it difficult for the small dealer to meet his prices. If the manufacturers do not sell him at his extreme prices he retaliates and makes no end of trouble.

Then there is the legitimate dealer, whose business has grown year by year, and who gradually begins to do a little jobbing, and is sold direct by a few manufacturers. Just where does he stop being a dealer and begin being a jobber?

Last of all, there is the "has been." The man who in former years issued a catalogue, did a little jobbing, and received the extreme prices, but who has drifted into the retail business exclusively. He thinks he is still a jobber, and his feelings would be hurt if you asked him to buy from some younger firm, who really do job. What are we to do about him?

I call your attention to those cases just to show you what a difficult matter this is to handle. We can never hope to have an absolutely perfect list. If, however, the various associations will continue to consult each other, and work in harmony, much can be done to clear the atmosphere.



Someone once said that "The man who never slips has the hod-nails of hell in his shoes." By that I suppose is meant that no human being is infallible, and only the devil never makes a mistake. Our membership committee makes no claim to satanic perfection; this I believe: we are safe in leaving to them the question of "Who is a jobber," so far as the bicycle trade is concerned. I refer you to the new list, which will be ready in a few days, for the answer to this question.

It is a noticeable fact that the export of bicycle goods has steadily fallen off year by year, which, of course, is much to be regretted. There are several causes that have contributed to this result. German and English manufacturers have imitated our goods, and with the advantage of lower cost of labor, they are beating us on price. Unfortunately, just when we should have made a special effort to retain our trade in foreign countries, our manufacturers advanced their prices, as a result of combinations and consolidations, or perhaps on account of the cost of high living, and now we are importing the very goods we formerly exported, the advantage in the foreign prices permitting us to pay the duty and expenses. Some of the goods in the bicycle line, to which my remarks apply, are chains, pedals, lamps and some grades of spokes. When we sell goods in this country, it means that the money comes out of one man's pocket and goes into another, and the public at large is not permanently benefited. When we get money from a foreign country it helps our trade balance, which is none too favorable now, and means a real advantage to the business interest of our country, so let us not belittle the importance of cultivating the export trade.

"If he can't tell us who is a jobber I don't know who can," was the chairman's sally when Mr. Robinson concluded his address.

Fretz Discusses Motorcycle Trade.

The two speakers who addressed the meeting extemporaneously were E. S. Fretz, of the Merkel-Light Motor Co., and the newly elected president of the Motorcycle Manufacturers' Association, and Henry Horton, the New Haven jobber.

Mr. Fretz, an easy, graceful talker, dealt with the topic, "The Motorcycle Manufacturer." He lightly traced the bicycle craze and the disaster which followed its collapse about 1900, caused, as he said, by the building of more bicycles than could be sold. Seizing the automobile, which then was looming up, many bicycle manufacturers had saved themselves and gone on to new fortunes, until today the automobile was a craze and perilously near to the position which the bicycle held in 1900. More cars have been built than can be sold, declared Mr. Fretz; they are stored in many parts of the country, despite denials, and disaster impends. Out of the bicycle disaster there came a few men who were true to the bicycle idea and who, placing a little motor on the two-wheeler, gave us the motor bicycle, and who persevered despite discouragement. "Great credit is due the Big Chief of the Indian for standing by it so resolutely," exclaimed Mr. Fretz in paying tribute to George M. Hendee. Wonder often is expressed, he went on, that starting at about the same time as the automobile, the motorcycle had progressed so slowly, comparatively speaking. It was due to doubt, he said, due to belief that the motorcycle was without merit. Now, however, it is a commercial proposition—a vehicle of proven utility—a success; but it requires publicity to further its success.

"The sort of publicity," particularized Mr. Fretz, "that will cause the public to buy more motorcycles than can be made. We need it and must have it, for if we work only for self-aggrandizement we will land where the bicycle landed."

He said the establishment of a publicity bureau is in contemplation and hoped all would be liberal when the hat was passed.

Horton on the New England Jobber.

"The New England Jobber" was the theme of Henry Horton's remarks. The business in New England, he said, had improved for two reasons: ability to purchase first-class bicycles for the price asked and to the betterment of the public roads, in which betterment the trade should interest

itself whenever possible. Despite improved conditions, Mr. Horton ironically observed that the New England jobbers were great philanthropists. Although price is regulated by supply and demand, and although this year the demand exceeds the supply, the jobbers were philanthropically giving goods away at cost, usually not in their home towns but away therefrom. He thinks the jobber is inclined to sell at too small a profit and that his great weakness is to buy cheap goods and sacrifice the standard articles, when they should cooperate to sell the standard articles at a profit.

The Question Box and Its Contents.

When the addresses were concluded the Question Box—painted a fire-alarm red—was brought in and opened by the Chairman. The first slip of paper drawn out produced a laugh.

"Why did Dave Smith buy white shoes?" read the chairman.

Everyone looked in the direction of that jolly representative of the Standard Co., whose canvas shoes matched the color of his hair. The question did not fease Smith. When it was repeated his response was prompt:

"To please the ladies, as usual," he replied; and of course another hearty laugh followed.

The next slip asked why a number of Indiana and Kentucky tradesmen, who were mentioned by name, were not removed from the jobbers' list, but the question was passed over. The next one, however, brought out real discussion and valuable interchange of opinion. It was: "Would it not be well to remove the guarantee on tires?"

J. W. Grady assumed the affirmative. He said its removal would prove a benefit and stop a lot of imposition. F. I. Willis disagreed. Absence of a guarantee, he said, would put all tires in the same class and promote the sale of cheap tires. "Why is is there no guarantee on shoes?" retorted Grady.

Louis Schwab thought many jobbers guarantee tires they have no right to guarantee and are selling them on guarantee and not on quality. T. R. Palmer expressed the belief that any guarantee depends on the interpretation of the manufacturer. H.



A. Githens (G & J) did not favor removal of the guarantee, which he believes induces manufacturers to make a little better tire. J. B. Harris (Diamond) said he had passed on thousands of tires returned to the factory and declared that 70 per cent. of the claims were not entitled to adjustment, as the fault was not with the tires. Dealers are too ready to make good to riders and fall back on jobbers and the jobbers to fall back on manufacturers. If dealers would do more explaining to riders much of the trouble would be avoided.

M. E. Mason (Morgan & Wright) agreed with Mr. Harris's 70 per cent. opinion. He said the removal of the guarantee was a small matter, as many unguaranteed tires are returned and "made good." The solution of the trouble, he thought, rests in educating jobbers and dealers as to what a defect consists of. There should be more of such education in catalogs and printed matter. Mr. Mason said he knew one jobber who attached an explanatory tag to each tire he sold and who thus had put an end to most of the claims. W. H. Grover said all jobbers and dealers should print the fact and circulate it that they cannot make good a tire guarantee, and educate the rider to send his tire direct to the manufacturer. G. H. Hamilton (G & J) said this would serve no purpose, as special brand tires would have to go back to the jobbers whose names they bear. Education of the consumer on the same lines as the automobile owner has been educated would help a lot and might lead to similar adjustments, in a smaller way, of course, on the mileage basis.

Several other questions were drawn from the box, but they were either impolitic or inappropriate and were tabled. One of them, "Why is John Wanamaker a jobber?" was not snuffed out, however, until an unidentified voice cried out this ironical answer: "Because he retails everything."

The Banquet; Fassett's Ringing Address; Gift to Surre

Hon. J. Sloat Fassett, congressman from New York, was the chief luminary at the banquet tendered the trade on Thursday evening by the Cycle Parts and Accessories Association. In fact, he was the only luminary—the whole show, as it were. There were others who were to have shone at least by reflected glory, but the best laid plans went awry. The banquet was so late in starting that when coffee and cigars were reached it was midnight. Mr. Fassett, it was known, was primed for a long speech, and after a hasty consultation, the way was cleared to permit him to deliver all of it.

Toastmaster Gorton cut his introductories and tucked away the oral bonmots he had prepared to distribute. President Webster, of the C. P. A. A., who had keyed himself for a stunning address of welcome, permitted it to remain in his pocket while the toastmaster said "welcome" in the president's behalf and is a very few words. P. R. Robinson had memorized what he afterwards laughingly described as "a perfect gem" of a speech about "The Middleman," but his voice was saved for him. However, he still insists that a gem was lost; he knows it's a gem because no one but himself has either seen or heard it. And finally Col. George Pope, who had "The Bicycle" on his mind, still has it there. But the voice of the dear old Colonel was not entirely stilled. Toastmaster Gorton proposed three cheers for "the nestor of the bicycle trade," as he described Col. Pope, and they were given with a will. It was in expressing his appreciation that the Colonel's voice was heard for about 30 seconds.

Before the way was cleared for Congressman Fassett, however, W. J. Surre, chairman of the C. P. A. A. committee of arrangements, and the hardest worker of them all, "got his." The toastmaster in a voice betraying some concern, announced that Surre was wanted immediately at the guests' table. Surre hurried to the spot and then the chairman "sailed into him." He told him what a good fellow he is and what good work he had performed, and then presented him with a $125 diamond scarf pin as an evidence of appreciation of his services by his friends in the cycle trade. Surre was not non-plussed and his voice did not quiver when he expressed his best thanks from a chair onto which he had been boosted. "I am glad to have been able to do something, and all that I have done was done for the good of the cause," he said briefly and modestly as he stepped down.

The dinner, a toothsome one, was served in the immense dining room of the St. Charles Hotel. The diners were seated in groups at separate tables facing the guests' table, which, in addition to the toastmaster and President Webster of the C. P. A. A., was occupied by George W. Nock, ex-president of the jobbers' association; P. R. Robinson, its present head, and F. I. Willis, its secretary; by Col. George Pope, represent-

ing the bicycle manufacturers; E. S. Fretz, president Motorcycle Manufacturers' Association, and, of course, the guest of the evening, Congressman Fassett.

When the dinner had been disposed of and the music stilled, the congressman arose to his subject, "The Merchant Marine." He prefaced it with a number of witty stories and then plunged in, and for 30 minutes he furled and unfurled the American flag and alternately made the eagle scream and shriek as he first caressed it and then plucked at its tail feathers for its failure to have practically no boats flying the stars and stripes in foreign seas. Mr. Fassett knew his subject, he was in good voice and the combination proved both instructive and effective. He said:

Fassett on "The Merchant Marine."

Ninety per cent. of the markets of the world are reached by salt water. Other things being equal, those ships will carry the commodities of exchange between nations, which will render the service for the least money. Again, other things being equal those ships will be able to render equal service for the least money, which have cost the least to build and which have cost the least to maintain and operate, and, finally, those ships will cost the least to build, to operate and to maintain which are constructed in a country where, other things being equal, labor is cheapest; for cheapest labor means cheapest material and cheapest money, and therefore cheapest ships. If the world could be guaranteed continuous peace, there would be no need of navies and consequently no need of a Merchant Marine to act as a source of supply of men and of auxiliary ships in times of war, and, in addition to a guarantee of conditions of perpetual peace, the manufacturers and merchants of the United States could be guaranteed a square deal and fair play, which would involve equally favorable rates with rates enjoyed by the merchants and manufacturers of other countries, we might with some complacency contemplate the continued deterioration of the Merchant Marine of America even to the point of absolute extinction. These two guarantees are the only conditions precedent upon which we could possibly afford to accept the extinguishment or continued inferiority of our Merchant Marine with any degree of complacency. We are a great manufacturing and trading nation. We furnish one-sixth of the over-sea international trade of the world, but we carry less than one-sixtieth. We export and import almost four thousand million dollars worth of goods every year, and yet we, in our ships, carry less than eight per cent. of it. In other words, of every one hundred dollars worth of trade from America to foreign nations, American ships carry eight dollars worth.

Japan has two millions of tons of shipping engaged in foreign trade. Her Merchant Marine has increased tenfold since 1890. England has eighteen millions of tons engaged in foreign trade. Her Merchant Marine has doubled since 1890. Germany has nearly four million tons engaged in foreign trade, and her Merchant Marine has quadrupled since 1890. The United States, which is richer than Japan and Germany combined, richer than England and France combined, has less than one hundred thousand tons of shipping engaged in the oversea trade in first-class steam ships, and our Merchant Marine has been steadily dwindling since 1855. We have only four ships in the North Atlantic trade, five small vessels going to South America, to ports in the Carabian Sea, and six vessels crossing the Pacific. Japan and Germany and France and Norway are sweeping us from the seas. The only country in the world that has a smaller Merchant Marine than ours is China. In every other line of human interest we have been the surprise and despair of our foreign rivals, but in carrying goods upon the deep seas we have been outdistanced by the feeblest of our trade rivals.

This has not always been the case. The time was when the American Merchant Marine led the world in the ability and brilliancy of its commanders, in the swiftness and safety of its ships, and in the profits derived from the trade itself. One



hundred years ago we carried ninety per cent. of our own trade. As late as 1860 we carried fifty-five per cent. of our trade, and today less than eight per cent.

The reasons for this failure on our part are briefly stated. In this country money costs more, labor costs more, and consequently material and construction costs more than in any other country in the world. These natural conditions, so-called, are against us, and in addition to the advantages which all our foreign rivals thus enjoy, of cheaper money, cheaper labor, cheaper material, and cheaper maintenance and operation, they all extend to their Merchant Marine powerful governmental aid in some form of subsidy. Sometimes this aid is in the form of rebates upon exports, sometimes in the form of rebates upon railroad charges on freight destined for export, sometimes in the form of over payment for mail services, sometimes in the form of bonuses paid for tonnage construction, sometimes in the form of direct subsidies, sometimes in the form of retainers in the way of salaries of officers and sometimes it takes the form of a combination of these several forms.

Our trade rivals in one way or another expend over forty million of dollars a year in maintaining their Merchant Marine, simply in the way of subsidies. I use the word subsidy, although it is the most odious word to describe the practice of governmental aid in these modern days as applied to Merchant Marines. Without going into details, it costs an American to build, maintain and operate a steamship, forty-five per cent. more than it would cost an Englishman or a German or a Frenchman or a Norwegian or a Japanese, and in addition to this forty-five per cent. handicap, the American vessel would have to meet foreign subsidies.

The members of all our political parties agree that the situation is humiliating, that it is important to re-establish the Merchant Marine, that the national welfare is wrapped up in the re-building of our Merchant Marine, but men differ as to the means whereby the re-establishment or the restoration shall be accomplished. Some propose differential duties, but differential duties are forbidden in forty-three of our foreign treaties. To be sure, these treaties might be denounced. But more than one-half of our imports are on the free list, and on them there are no duties, and so there could be no rebates, and they come from the very countries where we desire most to introduce American goods. Differential duties would be of assistance only between the parts of America and the parts of Europe where there is already the best possible communication, and where already we have the assistance of foreigners in introducing American goods to their own country in order that their own ships may have cargoes to take homeward instead of returning homeward in ballast. We have not hesitated to embark upon the policy of high protection by means of tariff duties.

We have protected the farmer, the manufacturer, and the artisan. We have subsidized great railroads and canals and highways. We have not hesitated to use the people's money lavishly whenever the result seemed to justify the expenditure. The only great industry that we have treated with indifference, if not with contempt, has been the industry of carrying upon the high seas, an enterprise in which the American name was glorious in the good old days, and for which we are adapted by every quality of character, of temperament, and every inheritable power.

We may endure with patience the present condition of things so long as our home market can consume faster than we create, so long as our powers of consumption are greater than our powers to produce, but our powers of production are overtaking our powers of consumption by leaps and bounds, and when the time comes when our home markets are glutted with home products, one of two things must happen; either we must shut down our factories and throw our industrial people out of employment, or we must find new markets outside of our national territories, and when we investigate the location of these markets, we shall find they will be in South America, in Africa and in the Orient, and when we endeavor to invade these markets with our goods we will find that there is sailing to them not a single American ship under the American flag. We shall find the best of these markets, as well as all approach to them, occupied by our trade rivals, who will demand their own rates for transporting our goods.

Thus we shall find the great markets of the world in the possession of our trade rivals. We can only send our goods abroad by consent of our trade rivals at rates fixed by our trade rivals, in boats owned by our trade rivals, and be it remembered and never forgotten that whoever controls the trade routes of the world controls the trade rates of the world, and whoever controls the trade routes and the rates of the world will of necessity control the trade of the world.

What would you say of the sagacity of any one of your trade rivals if he allowed you to deliver his goods to the very people

whose custom you yourselves were seeking?

Like great good-natured idiots we are today paying $210,000,000 a year for the transportation of our goods and our passengers and only $21,000,000 of this goes to ships carrying the American flag. We are supporting such magnificent ships as the Lusitania and Mauretania by our patronage, depriving us of trade in time of peace and to be used to destroy us in times of war.

Sooner or later we must overcome this handicap. We must use the same weapons our rivals use. England actually gave these two great ships to the Cunard company, and yet there are people who deny that England subsidises.

We are to spend $500,000,000 of good American dollars for the Panama Canal, and yet today we have not a single ship to send through it. We expend $35,000,000 a year on harbors and many millions for forty-foot channels, and we haven't a single American ship requiring a forty-foot channel. Isn't it time now, before it is too late, to spend some money for our own benefit and for the safety and prosperity of our own country and our own children?

The Bowling Tournament—C. P. A. A. Team is Victorious

Except that the bowling balls somehow would persist in rolling off the alleys into the gutters and the fact that although the ladies were present by invitation they could not see the playing very well, on account of the jam of men in the rather cramped Academy Alleys quarters, the bowling contest which was provided as an entertainment feature of the Atlantic City convention was a huge success, and served to bring laurels to the perspiring brows of the members of the Cycle Parts and Accessories Association team. Only the jobbers' team had a look-in against them, despite the fact that the teams for the traveling men, the motorcycle interests and the bicycle manufacturers pitched the heavy spheres down the glazed boarding with thumps that brought a look of anguish and anxiety to the proprietor's face, as he mentally measured the corresponding dents in the smooth surface.

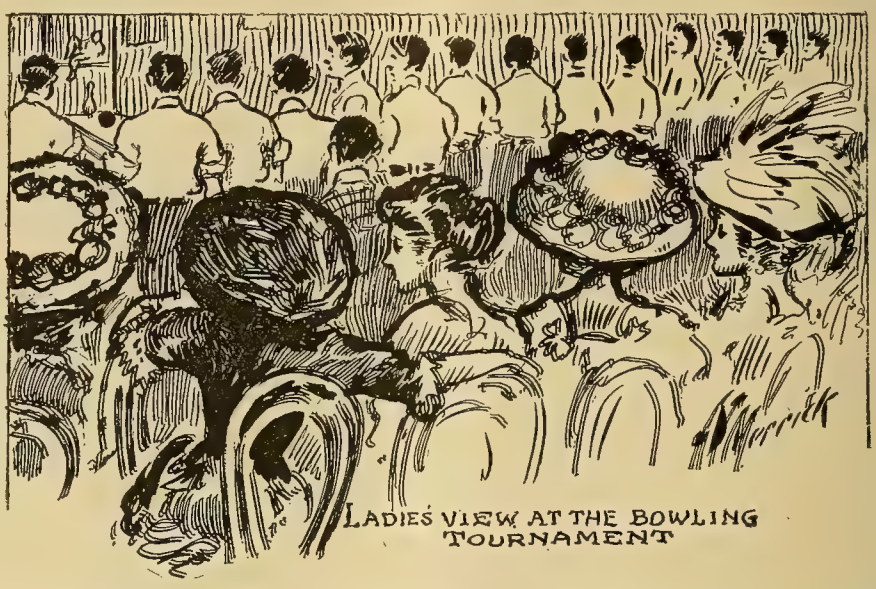
Five men constituted a team, and the parts and accessories quintet was able to pile up a score of 671, as against 649 for the jobbers. Notwithstanding the fact that Colonel George Pope proved himself still the game sportsman that he always has been, by entering the fray for the bicycle manufacturers, the latter were the low score team, with 577. The traveling men came through with 599, while the motorcycle representatives had 632.

In the team bowling, Henry Horton, of the jobbers, made the high mark of 179, while J. Leo Sauer, of the motorcycle team, was next, with 169. To decide the individual competition, they rolled a match game, when Horton again was high man, with 123, as against Sauer's 115. Both won cups, as also did each member of the victorious team. The teams and their scores were as follows:

Cycle Parts and Accessory Association—T. R. Palmer, 125; H. N. Rose, 131; H. G. Fitler, 137; Charles Jarecke, 136; De Witt Page, 142. Total, 671.

Jobbers—George E. Richmond, 149; John J. Oliver, 122; E. F. Merry, 97; W. P. Swartz, 102; Henry Horton, 179. Total, 649.

Motorcycles—J. Leo Sauer, 169; Arthur Davidson, 74; A. B. Coffman, 126; W. S. Gorton, 117; J. F. Merkel, 146. Total, 632.



LADIES VIEW AT THE BOWLING TOURNAMENT

Traveling Men—John Brandt, 137; B. W. Snowman, 105; Dave Smith, 110; Harvey H. Colbroth, 115; C. C. Boynton, 132. Total, 599.

Bicycle Manufacturers—George Pope, 99; Ignace Schwinn, 60; J. F. Cox, 140; E. E. Hinsman, 132; W. G. Schack, 146. Total, 577.

Those Who Were Present at the Atlantic City Convention

Those in attendance at the Atlantic City meeting were as follows:

Alexander-Seewald Co., Atlanta, Ga.—W. D. Alexander. American Motor Co., Brockton, Mass.—George P. Jenkins, W. T. Marsh. Arnold, Schwinn & Co., Chicago, Ill.—Ignace Schwinn, Frank Schwinn. Aurora Automatic Machinery Co., Chicago, Ill.—J. D. Hurley, G. W. Sherman.

Bevins Bros. Mfg. Co., Easthampton, Conn.—M. S. Purple. Bicycling World and Motorcycle Review—Joseph Goodman, R. G. Betts, F. W. Roche, C. D. Wight, W. C. Mooney, A. T. Merrick. Bi-Motor Equipment Co., Boston, Mass.—J. V. Wilson. Brandenburg Bros. Co., New York City—J. I. Brandenburg. Broadway Bicycle Co., New York City—S. Gluz.

Coggins & Owens, Baltimore, Md.—William A. Owens. Consolidated Mfg. Co., Toledo, O.—D. J. Welsh, A. B. Coffman, F. C. Cornish. Continental Rubber Works, Erie, Pa.—T. R. Palmer, Charles Jarecke, W. J. Surre, C. A. Mills, W. E. Mills. Corbin Screw Corporation, New Britain, Conn.—C. A. Earl, C. J. McCurry, A. H. Harrop, William Bishop. The Crosby Co., Buffalo, N. Y.—William H. Hill.

Diamond Chain & Mfg. Co., Indianapolis, Ind.—L. M. Wainwright, G. A. Wainwright, W. C. Roby. Diamond Rubber Co., Akron, O.—J. B. Harris, B. W. Snowman.

Eclipse Machine Co., Elmira, N. Y.—Ralph D. Webster, C. E. Wards, W. C. Breiting, A. C. Rice. Emblem Mfg. Co., Angola, N. Y.—W. G. Schack. Empire Tire Co., Trenton, N. J.—W. G. Whitlock.

Fisk Rubber Co., Chicopee Falls, Mass.—E. H. Broadwell, Milton R. Brown. Forsyth Mfg. Co., Buffalo, N. Y.—H. W. Rose. H. A. French & Co., Baltimore, Md.—H. A. French, J. W. Rapple. Keyser Fry, Reading, Pa.—Keyser Fry.

G & J Tire Co., Indianapolis, Ind.—G. H. Hamilton, Herbert A. Githens. James L. Gibney & Bros., Philadelphia, Pa.—James L. Gibney, John L. Gibney. Albert E. Goodby, Providence, R. I.—Albert E. Goodby. B. F. Goodrich Co., Akron, O.—H. C. Krimmel, S. O. Norton, William R. Kay. Goodyear Tire & Rubber Co., Akron, O.—F. A. Falor. J. W. Grady & Co., Worcester, Mass.—J. W. Grady. George H. Greiss, Philadelphia, Pa.—George H. Greiss. W. H. Grover, Norfolk, Va.—W. H. Snow.

Harley-Davidson Motor Co., Milwaukee, Wis.—Arthur Davidson. D. P. Harris Hardware Co., New York City—D. P. Harris. Hartford Rubber Works Co., Hartford, Conn.—H. E. Field, M. C. Stokes, W. Barnes, F. DeWitt, Harry Snyder. Haverford Cycle Co., Philadelphia, Pa.—Max M. Sladkin, C. M. Hobbs, B. L. Cramer. Hazen-Brown Co., Boston, Mass.—Max Brown. Hearsey-Willis Co., Indianapolis, Ind.—F. I. Willis. Hendee Mfg. Co., Springfield, Mass.—F. J. Weschler. W. H. Hoegee Co., Los Angeles, Cal.—George E. Richmond. Henry Horton, New Haven, Conn.—Henry Horton.

Iver Johnson Arms & Cycle Works, Fitchburg, Mass.—Fred A. Johnson.

K. & C. Mfg. Co., Henniker, N. H.—William Lovell. Henry Keidel & Co., Bal-

EXCELSIOR AUTO-CYCLE

Another Record of Excelsior Endurance

In the endurance run of the Seattle Motorcycle Club from Seattle to Mount Rainier, Wash., out of 32 starters, 7 were tied for high honors with 998 points each. Of these

FOUR WERE EXCELSIORS

One each of three other makes making up the seven. Not only this, the four Excelsiors tied for high place were as many in number as succeeded in finishing of any other of the six makes of machines competing.

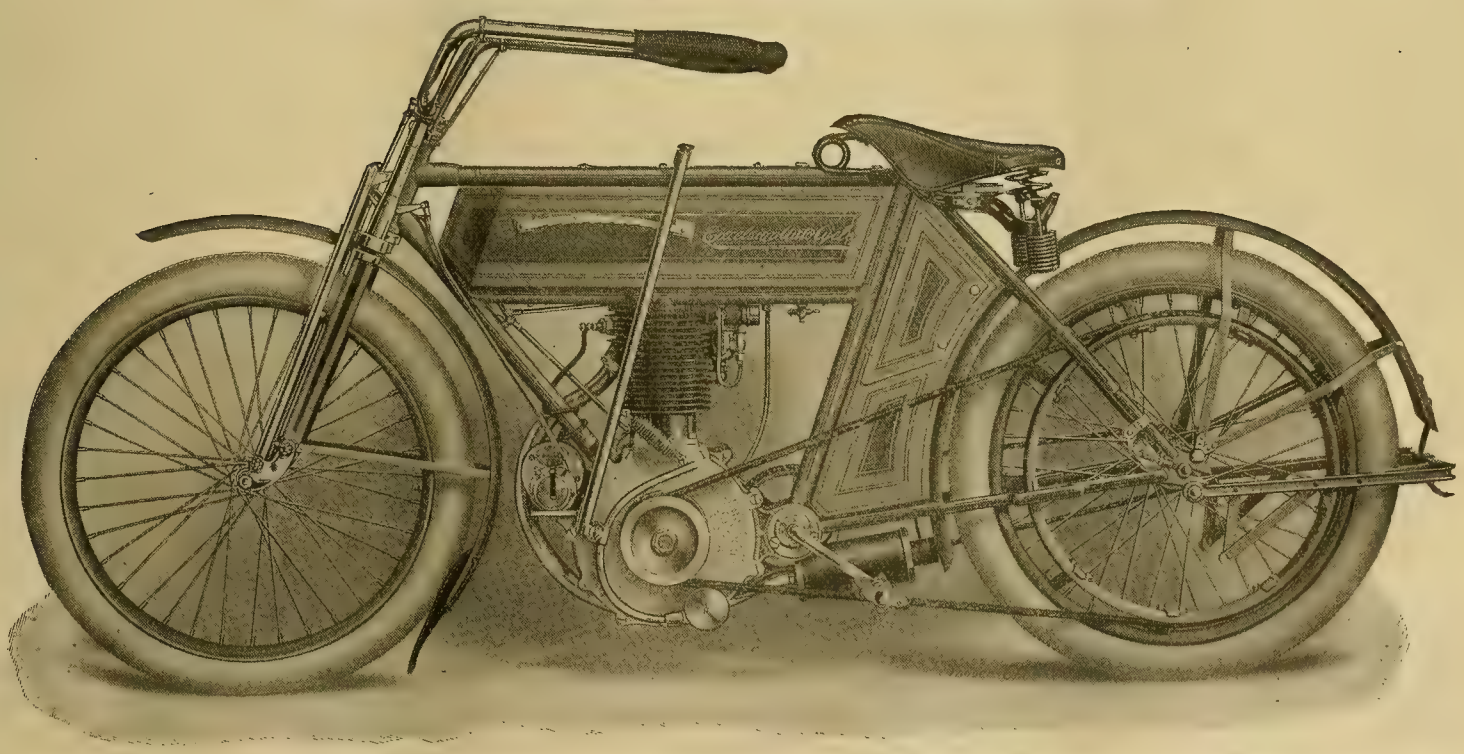
Whether on the level or up the side of a mountain

Excelsior Quality Always Makes Good

EXCELSIOR SUPPLY COMPANY

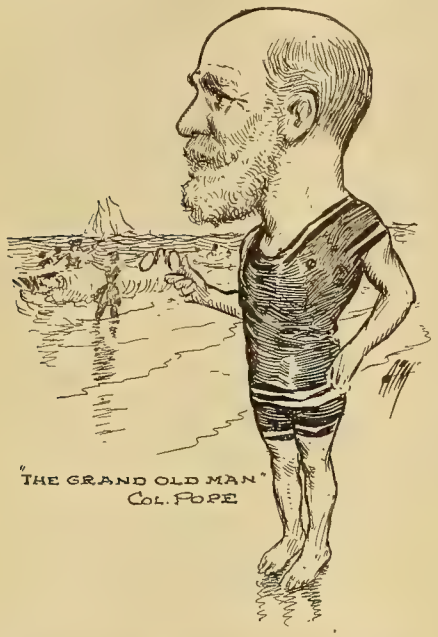
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timore, Md.—William Holland. Kelley-Racine Rubber Co., Racine, Wis.—Charles F. U. Kelly, J. C. Talty. Kokomo Rubber Co., Kokomo, Ind.—D. C. Spraker, R. R. Bowen.

Charles W. Leng, New York City—J. H. Leng.



Manufacturers Foundry Co., Waterbury, Conn.—F. C. Froom. Manufacturers Supplies Co., Philadelphia, Pa.—C. A. Wigmore, C. A. Wyman. Merkel-Light Motor Co., Pottstown, Pa.—J. F. Merkel, W. R. Ball, E. S. Fretz. Edwin F. Merry, San Francisco, Cal.—Edwin F. Merry. H. & F. Mesinger Mfg. Co., New York City—H. Mesinger. Morgan & Wright, Detroit, Mich.—M. E. Mason, Harvey H. Colboth. A. R. Mosler & Co., New York City—C. C. Boynton, W. H. Mosler, H. A. Mullenscheidt. Motor Car Equipment Co., New York City—Carl Kaufman.

National Supply Co., Louisville, Ky.—Philip Lipski. New Departure Mfg. Co., Bristol, Conn.—De Witt Page, M. J. Horton, W. R. MacGuyer, E. J. Ives, T. N. Biddle. New York Sporting Goods Co., New York City—P. R. Robinson. George W. Nock, Philadelphia, Pa.—George W. Nock. Non-Pareil Horn Mfg. Co., Brooklyn, N. Y.—J. J. Cohn.

C. E. Peterlein, Grand Rapids, Mich.—C. E. Peterlein, Dr. Henry C. Karpen. Pope Mfg. Co., Hartford, Conn.—A. L. Pope, George Pope, C. E. Walker, J. F. Cox, B. A. Edgar, E. E. Hinsman. Progressive Cycle Co., New York City—A. Scaisson.

Reading Standard Co., Reading, Pa.—W. F. Remppis, A. E. Griffith.

Sampson Appliance Co., Montreal, Canada—R. Sampson. A. G. Spalding & Bros., New York City—W. H. Burgess. Standard Co., Torrington, Conn.—D. R. Smith. Standard Roller Bearing Co., Philadelphia, Pa.—T. J. Heller. Standard Welding Co., Cleveland, O.—W. H. Pirrong, W. S. Gorton, L. Rockwell, J. M. Ernach. Stevens & Co., New York City—Louis Schwab. Joseph Strauss & Son, Buffalo, N. Y.—G. C. Strauss. Supplee Hardware Co., Philadelphia, Pa.—J. F. Beck, Jr. W. P. Swartz, York, Pa.—W. P. Swartz.

Edward K. Tryon Co., Philadelphia, Pa.—William V. Sauter. Troxel Mfg. Co., Elyria, O.—D. S. Troxel, J. W. Brandt. Tucker Woodwork Co., Sidney, O.—J. B. Tucker.

Vim Cycle & Hardware Co., Buffalo, N. Y.—John J. Oliver, John W. Henry.



HOME WAS NEVER LIKE THIS.

Walthour & Hood, Atlanta, Ga.—L. J. Hood. Whitney Mfg. Co., Hartford, Conn.—Clarence E. Whitney, Thomas J. Wetzel, W. W. Totman.

Venezuela Develops Opportunities.

In a report to Washington, Consul Isaac A. Manning, at La Guayra, Venezuela, states that the importation of bicycles into Venezuela is small, amounting in 1908 to only $2,282, of which the United States supplied $1,641. During the first six months of 1909 the value of the importations was only $143. Bicycles are used principally in Caracas, and for recreation purposes. Any manufacturer sending a good, moderate-priced wheel and placing it in the hands of competent, active agents could dispose of his goods, adds Mr. Manning. Care must be taken that the wheels come lightly and compactly packed, so as to avoid excessive freight and duty charges. Freight and duty are important elements in making up the cost. The duty on bicycles is 0.75 bolivar (bolivar equals 19.3 cents) per kilo (2.2 pounds) gross weight, plus 55 per cent. surcharge. Profits are perhaps slightly higher to the retailer or selling agent than in the United States.

Collects $1,160,000 from Cyclists.

With the number of bicycles in use in France at the present time, the government's income from the three franc tax per machine amounts to something like $1,160,000 per year. During the past few years there has been a great increase in the use of bicycles, but it is said that the business is practically stationary at the present time. Aside from the great popularity of bicycles for racing purposes and for pleasure they are used considerably by workmen going to and from their daily work.

The duty on bicycles entering France is as follows: Bicycles and parts thereof, general tariff, 330 francs ($63.69) per 220 pounds; minimum tariff, 220 francs ($42.46) per 220 pounds. Bicycles imported from the United States are still admitted at the old general rate of 250 francs ($48.25) per 220 pounds. The prices vary from 80 to 300 francs ($15.44 to $57.90). The most popular machines are of French make.

Red Reflector on the Tool Bag.

As a new development of an old idea, a Coventry inventor just has produced a novel form of tool bag to be attached to the rear of the saddle, which has a red bull's-eye lense mirror mounted in the center of the cover flap. When an automobile or another cycle approaches from behind, the reflection from its own headlight is thrown back in the form of a red ray which has the effect of a ruby tail light.

Valve Stems Must Be Shortened.

Occasionally ambitious motorcyclists attempt to raise the compression of their engines by the simple process of grinding some of the metal off of the base of the cylinder. When this practice is resorted to it is well to remember that the valve stems will be rendered too long by the operation, and that they will have to be filed down in order to secure proper clearance.

British Motorcycle Exports Double.

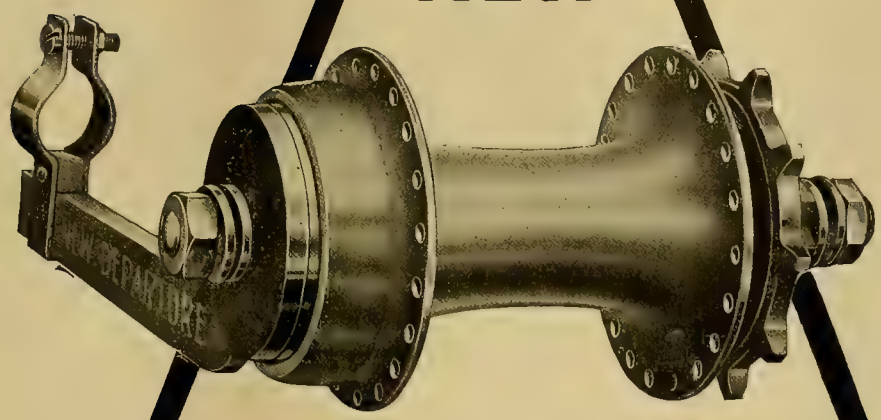
During the first half of the present year Great Britain's imports of motorcycles have been abnormal, insofar as the re-exports, which hitherto have amounted to at least 25 per cent. of the imports, fell off fully 60 per cent. This caused a doubling of the net imports, the greater part of which increase is accounted for by the parts. The import in complete machines increased but slightly. During the six months, January to June, 1910, motorcycles valued at $134,870 were imported, as against $118,120 in the same period of the preceding year, while parts valued at $141,720 entered the British Isles, as compared with $58,680 in the first six months of 1909. Exports also showed up favorably when compared with the figures for previous months, the six months of 1910 accounting for $315,125, while the first half of 1909 totaled only $181,680. June, 1910, was represented in this total by $57,140, while in June, 1909, only $27,755 worth of motorcycles and parts were exported, a clear gain of over 100 per cent.

Cycling Strong in Southern France.

The flat country in that section of France immediately surrounding Bordeaux affords fine opportunities for cycling, and bicycles are in great demand at the present time, and also are sold at prices within the reach of the working classes, which are the principal buyers. Prices range from $20 to $60.

The

NEW



NEW DEPARTURE

INTERNAL EXPANDING BAND

Coaster Brake

FOR MOTORCYCLES

is proving perfectly practical and practically perfect. Never fails to operate satisfactorily. Cannot bind or stick; will not pick up the pedals. In fact, the NEW New Departure successfully overcomes brake troubles motorcyclists have experienced and gives the rider a device that multiplies many times the pleasure and safety of motor riding.

Write for Catalogue and see this Brake at the F. A. M. Meet.

THE NEW DEPARTURE MFG. CO., Bristol, Conn.

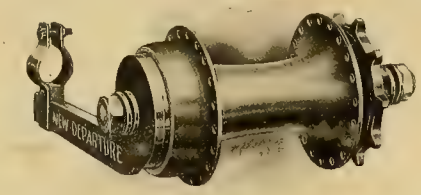
Coaster Brake Licensors.

Offering a Substitute for Acetylene.

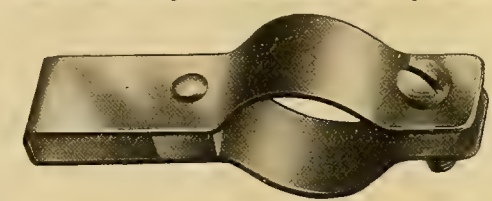
Despite the prevalence and satisfactory use of acetylene gas, efforts are being made to introduce a substitute in Blau gas, so-called after the name of its German inventor. Besides being cheaper to produce than acetylene, as it is claimed, it is only 1-12 as explosive, while it is only ⅓ as explosive as ordinary illuminating gas. It contains most of the same elements as illuminating gas, although, being free from carbon monoxide, it is non-poisonous. Under pressure the gas liquifies and shrinks to 1-400 of its volume at atmospheric pressure, so that it is readily transportable in small cans and can be used either for lighting or for heating purposes.

Brake is a New Departure in Two Senses.

With a side arm clip that need not be disturbed when removing the brake for cleaning or repairs, a new model of the New Departure internal expanding brake for motorcycles has been brought out by the New Departure Mfg. Co., of Bristol, Conn. As shown by the accompanying illustration, the clip is fixed permanently to the frame and extends downward, forming a reinforced pocket into which the brake arm easily fits in such a way as to relieve leverage strains entirely. The clip also is stronger than formerly and is a radical departure from the old design. The latter was a band of steel attached to the arm. In removing the wheel or the brake, it was necessary to remove the clip also. The new arrangement permits the brake arm to be slipped in or out of the pocket, without using set screws, lock nuts or other



similar devices. In the new brake a heavier and stronger side arm also is provided, and the arm shape has been improved so that the brake may be mounted on any make



of motorcycle without interference with the frame.

Why Tires Should be Transposed.

It is a good plan to change the tires back and forth occasionally in order to secure uniform wear. That is better than to allow the rear one to wear down to the fabric and then attempt to use it on the front.

Fuel Water to Remove Carbon Deposits.

By some experienced gas engine men it is claimed that carbon deposit may be removed from the cylinder by injecting a small quantity of water into the carburetter air intake when the engine is well warmed and is running briskly. The idea is that the water, falling on the hot cylinder walls, is converted into steam in an explosive manner, the action being so sudden as to loosen the carbon coating, permitting it to be swept out through the exhaust.

Poor Compression Causes Smoke.

A frequent cause of smoking in motorcycle engines is loss of compression and not over-lubrication, as ordinarily is supposed. When the cylinder, piston and rings become worn, a greater amount of oil is spread over the cylinder wall than is needed for lubrication, and the surplus naturally is burned off, resulting in carbonizing the surfaces besides creating smoke.

Heavy Oil for Loose Pistons.

When an engine is found to be smoking because of a loose-fitting piston it is a good plan to substitute a new and thicker brand of oil for the one which has been employed regularly. In doing this it is not necessary to try any foolish experiments with unknown grades of lubricant, however. Either the motorcycle manufacturer or the producer of the oil can give advice.



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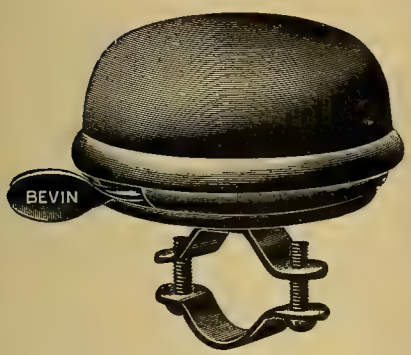


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955,957. Cycle Pedal. Graham I. Francis, Coventry, England. Filed Jan. 9, 1909. Serial No. 471,528.

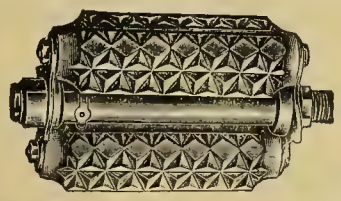
1. In combination, a bearing tube, bearing cups carried by said tube at the inner and outer ends of the latter, a circumferentially-arranged plate carried by the inner bearing cup, and a pedal body all in one piece abutting at one end against the said plate and having a recess at the opposite end fitting over the outer bearing cup, and means detachably securing the pedal body to the said plate.

956,533. Marine Bicycle. Carl F. Krause and Rudolf C. Krause, Westfield, Wis. Filed July 1, 1909. Serial No. 505,476.

1. In an apparatus of the class described, two boats spaced apart, an upwardly-directed base member extending longitudinally of each boat, each base member being provided with spaced recesses, transverse members engaging in said recesses and secured to said base members, deck members connected to said transverse member with their inner edges spaced apart, an upwardly arching housing connected to said deck members and extending over the space between the same, a supporting member connected beneath said transverse members and extending at the ends forwardly and rearwardly of the deck members, chain wheels mounted for rotation upon said supporting members, an endless chain carrying a plurality of paddles spaced apart and operating over said chain wheels, and chain operating means supported upon said deck members.

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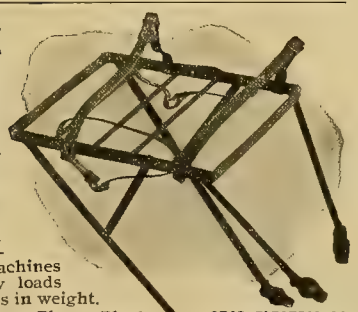
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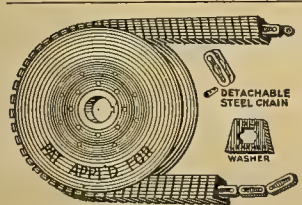


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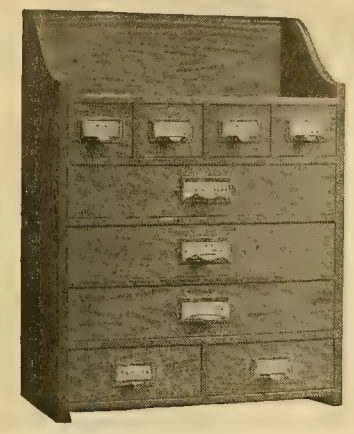
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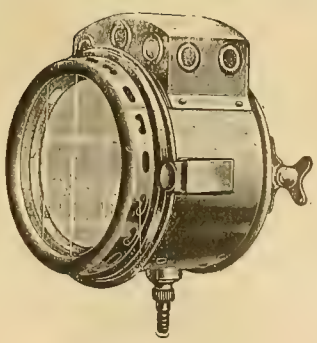
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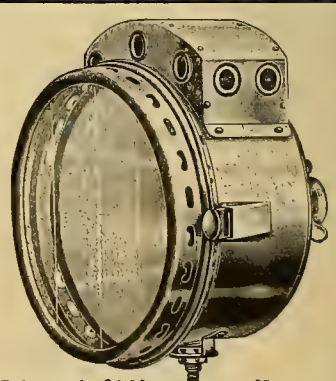
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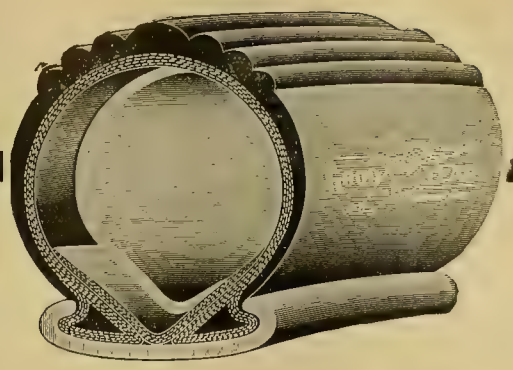
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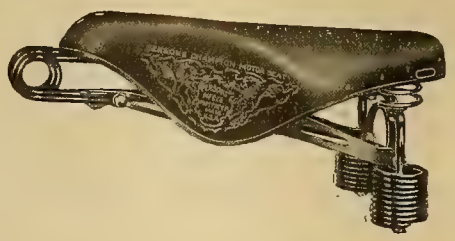


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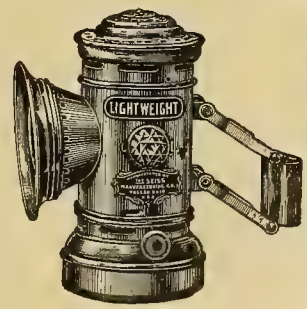
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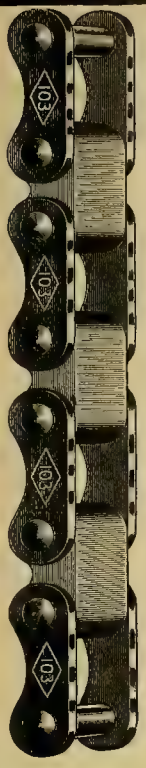
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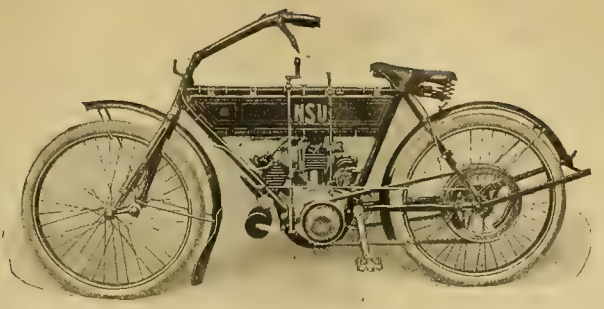
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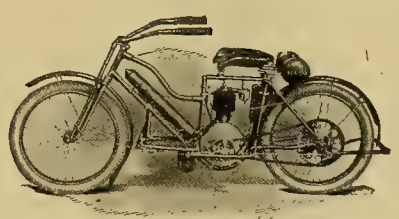
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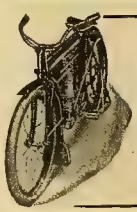
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FOR SALE—Beautiful Excelsior; absolutely perfect battery; like new; guaranteed perfect; $160. E. W. VOGEL, Sumter, S. C.

FREE ENGINE PULLEYS applied to almost any make of belt-driven motorcycle. Satisfactory results guaranteed. Write for particulars. TIGER CYCLE WORKS CO., 782 Eighth Ave., New York. 'Phone 1268 Bryant.

WHY NOT send a copy of the Bicycling World's Annual Spring Number to your friend? Striking cover design in colors; contains 120 pages; scores of bully pictures of both bicycle and motorcycle scenes; lots of stimulating and entertaining reading matter, including illustrations and summarized descriptions of the 1910 bicycles and motorcycles. Ten cents, postpaid, to any address. BICYCLING WORLD CO., 154 Nassau St., New York.

F.—N. MOTORCYCLE, in first-class condition, for sale. No reasonable offer refused. TIGER CYCLE WORKS CO., 782 Eighth avenue, New York.

1910 Bicycle and Motorcycle
CATALOG NOW READY
Did you get yours?
SIDNEY B. ROBY CO., Rochester, N. Y.

Who would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the

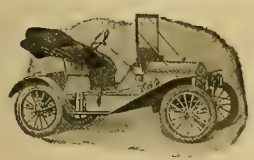


Star Ball Retainers

WHO? Tell Us

The Star Ball Retainer Co.
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany





YOU SAVE one-third if you purchase on the METZ PLAN.

$378

buys a smart, practical car that will take you anywhere. Bosch magneto, clincher tires, lamps and horn. Write for Book "I."

METZ COMPANY, Waltham, Mass.

THE OLD PHILADELPHIA HOUSE
Our Catalogue is ready and will be mailed for the asking.
GEO. W. NOCK CO.
Jobbers of BICYCLES and SUNDRIES
126 N. Fourth St., PHILADELPHIA

We Protect You—Will You Support Us?

The New Model

IVER JOHNSON
Safety Automatic Revolver

is the only Medium Priced Revolver sold at guaranteed prices, under patent license, that can safely be sold at a legitimate profit, and that price cutters dare not touch. No jobber gets a "Confidential Price."

The IVER JOHNSON sells for what it is worth—other revolvers for what you can get. *Are you with us for honest prices?*

IVER JOHNSON'S ARMS & CYCLE WORKS
Factory and General Sales Office:
360 River Street FITCHBURG, MASS.
New York: 99 Chambers St. Pacific Coast Representatives: Phil. B. Bekeart Co, San Francisco, Cal.

Supplee Hardware Co.
Philadelphia
BICYCLES AND SUNDRIES
Prompt and complete shipments

NO DEAD ONES—ALL "SELLERS"
Good Agents Wanted in Territory not Already Taken.
"OXFORD" and "ROYAL ROADSTER" BICYCLES
IMMENSE STOCK—RIGHT PRICES—IMMEDIATE SHIPMENT.
Catalogue?
ALBERT E. GOODBY 57 Washington St., Providence, R. I.

MICHIGAN ROCK MAPLE RIMS —None Better
Made by LOUIS RASTETTER & SONS, Fort Wayne, Ind.

TO THE LIVE MAN interested in cycling or motorcycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

THE BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

Enclosed find $2.00 for which enter my subscription to THE BICYCLING WORLD AND MOTORCYCLE REVIEW for one year, commencing with the issue of_____

Name_____

Address_____

Motorcycle Tires

The motorcycle tires we offer at these bargain prices are all standard make and guaranteed to be new and in perfect condition. You take no risk in favoring us with a trial order for if you are not absolutely satisfied you may return them to us unused and we will refund your money.

OUR PRICES

28 x 2¼ Cases,	$5.00
28 x 2½ Cases,	5.50
28 x 2¼ Tubes,	2.50
28 x 2½ Tubes,	2.75

Quotations subject to prior sale.

FACTORY AUTO SUPPLY CO., 1229 Michigan Ave., Chicago

Big Removal Sale

PRIOR TO GOING INTO OUR NEW BUILDING, 137-139 BROADWAY

Get Our August 15th Catalogue

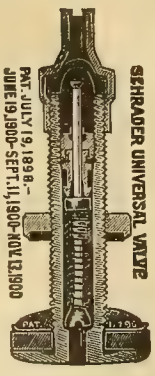
which will contain special announcements of rare bargains to be had at this great removal sale.

WRITE QUICK FOR THIS SPECIAL BARGAIN CATALOGUE

Vim Cycle and Hardware Co., Buffalo, N. Y.

SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)



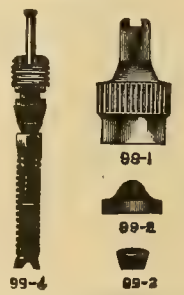
NOTICE Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



SIMPLE AND ABSOLUTELY AIRTIGHT.

Manufactured by

A. SCHRADER'S SON, Inc.

Established 1844.

28-32 Rose Street
NEW YORK, U. S. A.



FISK *Quality* BICYCLE TIRES

FISK Quality is obtained only through careful attention to every minute detail of tire manufacture.

FISK NO. 88-H ROAD TIRE is a Thread Fabric tire, with the tread thickened by a high grade rubber. Suitable for road work, fast and especially resilient.



FISK THREAD FABRIC: Threads run only one way in each layer of fabric. When the tire is inflated each thread is drawn from end to end under tension as a bow-string. This fabric is more pliable and resilient than in the other constructions.

Write for illustrated booklet and prices of Fisk Bicycle Tires

THE FISK RUBBER COMPANY

Department E **Chicopee Falls, Mass.**

Branches in Seventeen Cities

We Still Have Some of Those Motorcycle Tires

both G & J's and Morgan & Wright's which, because they were not from the latest molds, we were enabled to purchase at prices that permit us to sell them to dealers at figures that

Should Make Them Jump for Joy

in these days of high and still higher tire prices. They are good goods, every pair, and a rare buy. Speak up before it is to late! Of course, we, as always, carry a full stock of

BICYCLE AND MOTORCYCLE SUPPLIES

and are in position promptly to meet every call of the dealer and to meet it in the right way, too. Can we do anything for you?

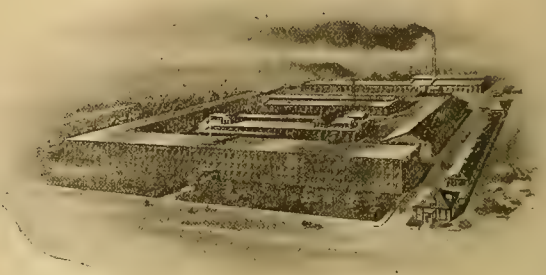
Among other things, we have a new catalogue of motorcycle accessories of which we will be glad to send you a copy for the asking.

F. A. BAKER & CO., 10 Warren Street, New York

1911 Jobbing Bicycle Season

We are now ready to make 1911 Contracts with jobbers for their requirements in jobbing and juvenile bicycles. Everything points to the wisdom of making arrangements early for next year's trade, which promises to be a record breaker.

We particularly desire to hear from those who have not used Pope goods during the past season, as we know that we can give such jobbers a combination of bicycles and service more satisfactory than can be obtained from any other source.



POPE BICYCLE FACTORY

All of our customers of 1910 will testify to the splendid care we have taken of their orders throughout the year and especially during the most strenuous period of the rush season—a service made possible by the magnificent facilities and fine organization of our Westfield plant.

THE POPE MANUFACTURING CO., Hartford, Conn.

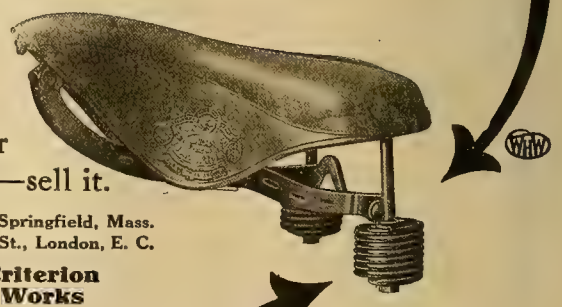


The BROOKS Compound Spring

makes comfort possible under all conditions.

Don't overlook that fact, or the other, namely, that

The BROOKS is the original and only genuine Compound Spring Saddle



and only in the BROOKS can that spring, as we make it, be obtained. To satisfy your customer should be, always, your first aim, and nothing will assist you better in that purpose than the BROOKS. Note that, then—sell it.

Sole Agents for Motor Saddles. THE HENDEE MANUFACTURING CO., Springfield, Mass.
Sole Agents for Cycle Saddles. BROWN BROS., Ltd., 22-34 Gt. Eastern St., London, E. C.

J. B. BROOKS & CO., Ltd., 73 Criterion Works

Birmingham, England

Why the Goodyear Pathfinder is so Popular

When hundreds of agents write enthusiastic letters about a bicycle tire, there must be a good reason.

That's the case with the Pathfinder Tire.

The answer is that the Pathfinder has solved the trouble for bicycle riders all over the country—and at a price that brings it within the reach of all.

It gives you the easy-riding quality so much sought after—and the durability that you don't often get in a tire springy enough to be comfortable.

The Goodyear Pathfinder Tire is just the right combination.

Gum as nearly pure as possible in a tire that will vulcanize and the best fabric made are used in this tire.

The fabric plays an important part in the resiliency. It is a special closely woven Egyptian which, while it "gives" readily, does not break nor decay.

The reinforcing strip on the cover—made of toughened rubber—prepared by our own patented process—makes the tire wear-resisting without detracting **in the least** from its springiness.

"The Tire That Has Made Good"

We consider the Goodyear Pathfinder the best all-round and most perfectly constructed bicycle tire on the market, and always sell it when a strictly high-grade tire is called for. The Pathfinder propels exceptionally easy, making the bicycle run a great deal lighter. It is also a hard tire to puncture, but when punctured it is easily and permanently repaired.

E. BRITTON, Mgr.
Niagara Cataract Works,
Niagara Falls, New York.

The tire a'so has a special knurling which makes rim cement grip tightly, thus preventing creeping.

The Goodyear Pathfinder Tire is so constructed that lasting repairs can be made, either by plugs or vulcanization. This is a special point with the Pathfinder—one reason why it is so popular with experienced riders. Instead of throwing tires away as soon as a break or puncture appears, the Pathfinder is easily made as good as new.

The Pathfinder is made in sizes 28x1¼, 28x1⅜, 28x1½ and 28x1⅝.

With all its superior qualities, it is a tire of moderate price.

We have throughout the country a large number of Agents who tell us it is far and away the most popular tire they ever handled. Our special Pathfinder Tire proposition is making money for them.

If we are not represented in your town, this is a chance for you. Write us today for a sample section of the Goodyear Pathfinder. Address—

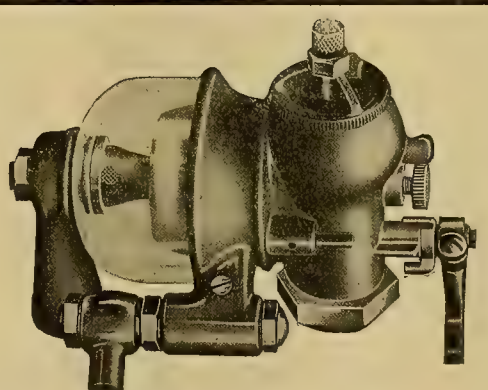
The Goodyear Tire & Rubber Co.
Moal Street, Akron, Ohio.

Write for Sample Section of The Pathfinder

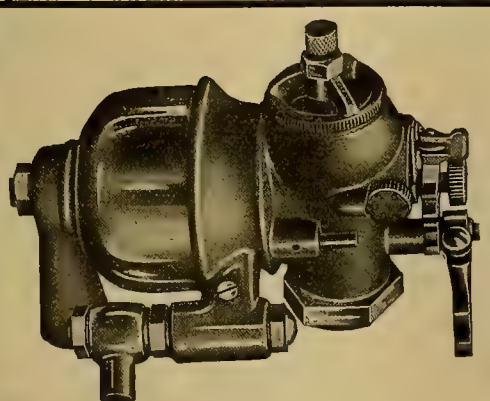
HEITGER

Model G, 1911, Motorcycle Carbureters.

Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Made of special aluminum alloy, nickle-plated, float bowl either stamped brass, nickled and polished, or heavy glass. Either type gives maximum power and speed to machine, also minimum speed and gasoline consumption; runs machine from 3 to 75 miles per hour, depending upon size motor, 80 to 100 miles per gallon fuel consumption. Built in such manner as to eliminate ALL troubles common to carbureters, such as flooding, choking, leaking and binding float valves, air valves, etc. ALL overcome. Weighs 20 ounces complete.



SINGLE ADJUSTMENT TYPE
Either Glass or Brass Bowl



DOUBLE ADJUSTMENT TYPE
Glass or Brass Bowl

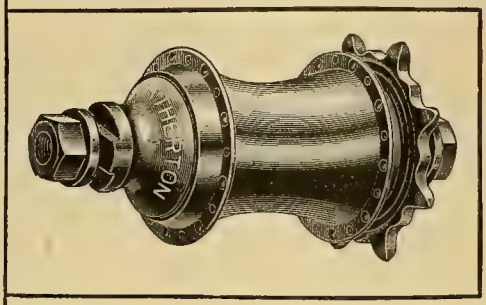
Deliveries September 15th. **Catalogs September 1st.**

HEITGER CARBURETER CO.

225 W. South Street **Indianapolis, Ind.**

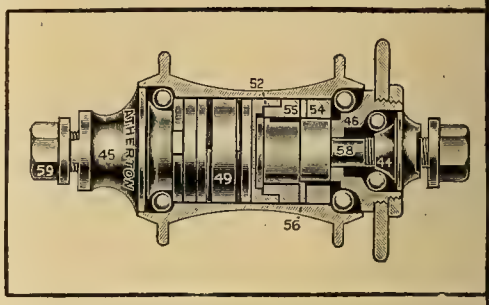
The Only Real Development

in Coaster Brakes Since the First One Was Produced



is the

NEW



Concave Atherton

All others have followed the same general principles; the new Atherton creates a new type and sets a new standard.

IT AVOIDS
- Endwise Sliding Parts
- Jamming End Strains
- Binding Screw Movement

and all other shortcomings of the old-line coaster brakes.

Operated by cams and levers

IT AFFORDS
- Perfect Brake
- Absolutely Free Coaster
- Genuine Satisfaction

Get the up-to-date coaster brake while you are about it.

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, NEW YORK

Licensed Coaster Brake Manufacturers.



Fred. Huyck and Jake De Rosier with a Bosch-Equipped Indian

Watch the F.A.M. Endurance Run

and the

POINT BREEZE PERFORMANCES

of

Bosch-Equipped Motorcycles

These are the High-Grade Motorcycles Equipped with Bosch Magnetos:

Bradly	Harley-Davidson	Marathon	Royal
F. N.	Indian	Marvel	Thiem
Crown	Merkel	N. S. U.	Thor
Curtiss	M M.	Reading-Standard	Yale
Hilaman			

Many announcements and advertisements of 1911 models call attention to the fact that the motorcycles they advertise are equipped with

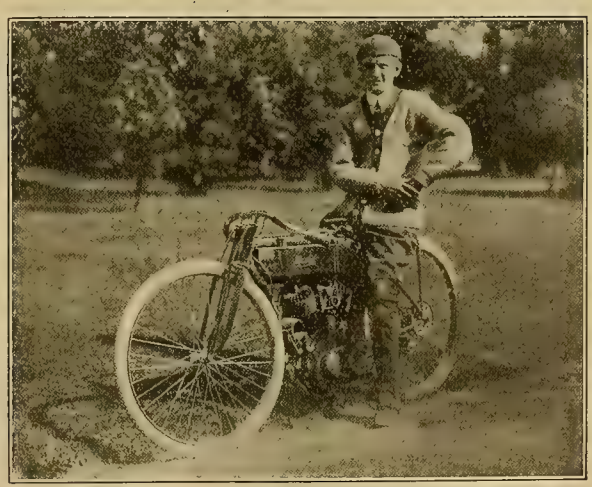
BOSCH MAGNETO IGNITION

Experience has taught these manufacturers that this procedure is good salesmanship and profitable advertising.

BOSCH MAGNETO COMPANY

223-225 West 46th St. New York

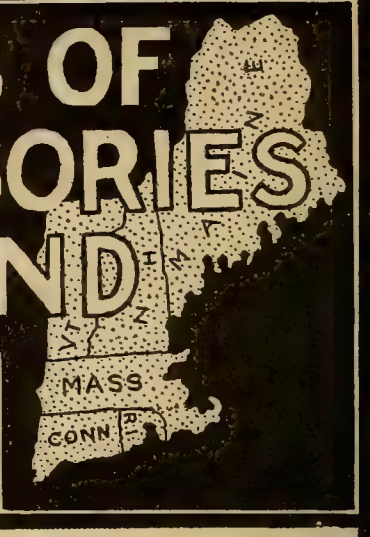
Chicago Branch 1253 Michigan Ave.
San Francisco Branch 357 Van Ness Ave.
Detroit Branch 878 Woodward Ave.



Stanley T. Kellogg on a Bosch-Equipped Flying Merkel

LARGEST JOBBERS OF BICYCLES & ACCESSORIES IN NEW ENGLAND





Write for Special Catalogues



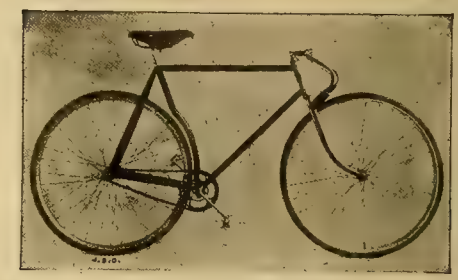
EUREKA TIRES

Six Grades

AGENCY PROPOSITION

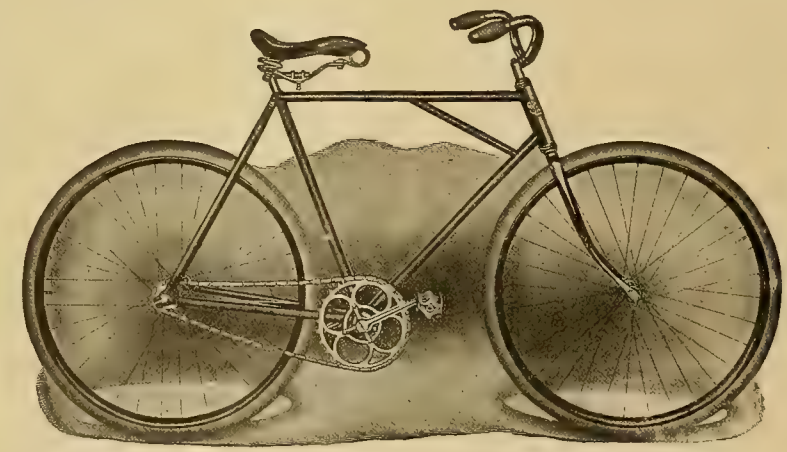
We are
New England Distributors for
the 4½ horsepower

ROYAL PIONEER MOTORCYCLE



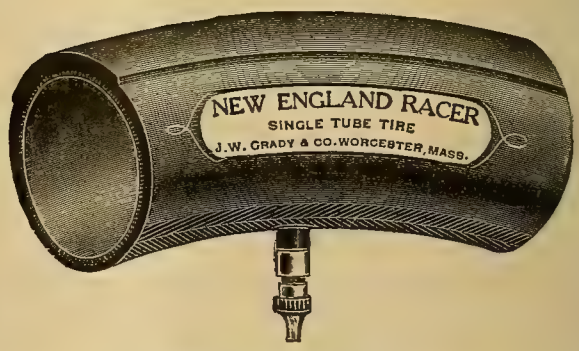
ALL IN THE CURVE

The Only Bicycle in the World Properly Built for Racing.



New York and New England Distributors

HUDSON BICYCLES



500 Dealers

in New England are praising

NEW ENGLAND TIRES

GET WISE!

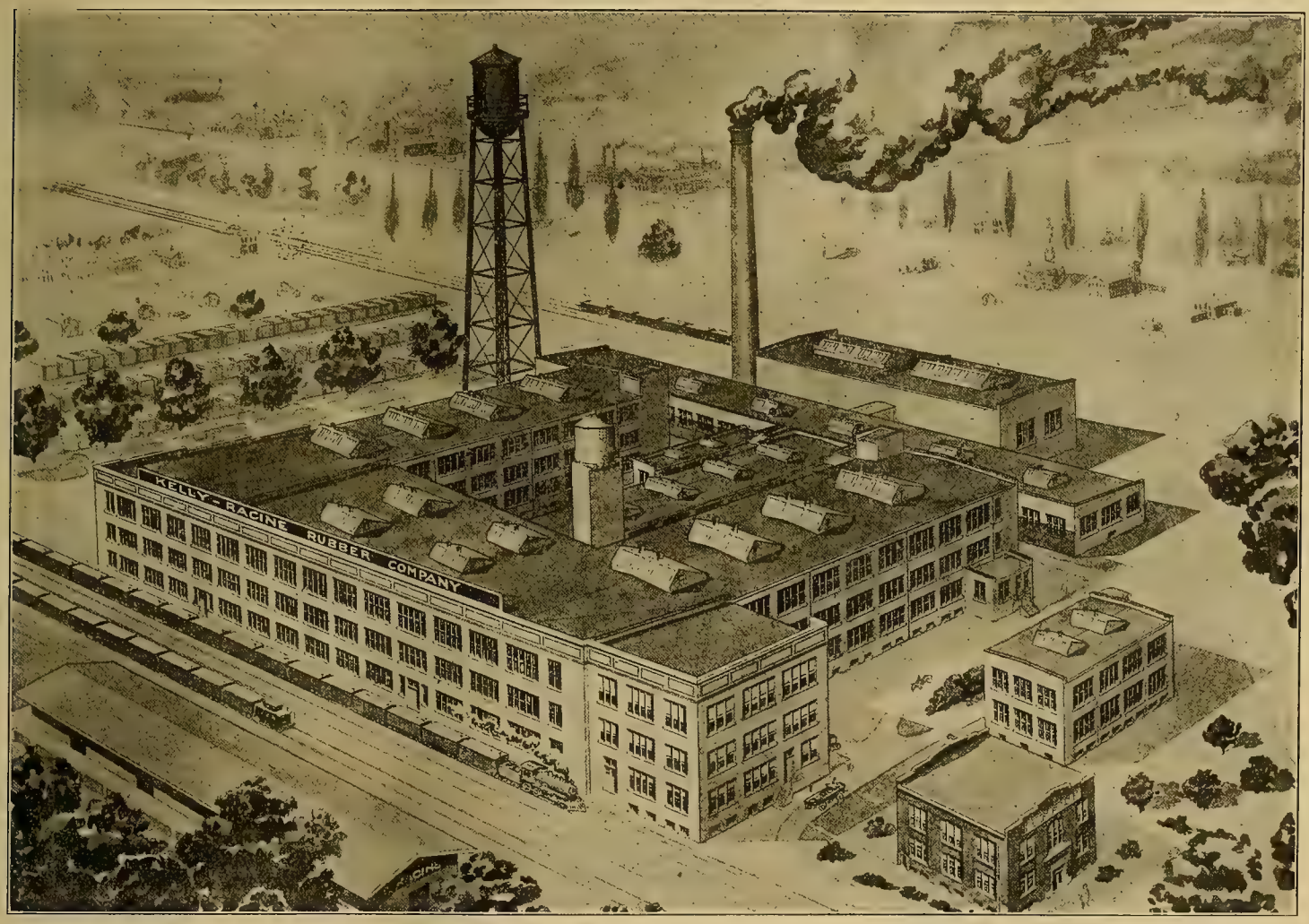
J. W. GRADY CO.,
WORCESTER, MASS.

KELLY-RACINE RUBBER COMPANY

A NEW COMPANY
IN NAME ONLY

Single Tube Bicycle Tires
Double Tube Bicycle Tires
Clincher Bicycle Tires
Motorcycle Tires
Inner Tubes and Sundries

BEST BRAINS POSSIBLE TO SECURE AT HEAD OF EACH DEPARTMENT



THE MOST MODERN AND UP-TO-DATE RUBBER FACTORY IN EXISTENCE

190,000 Square Feet Floor Space to Start With

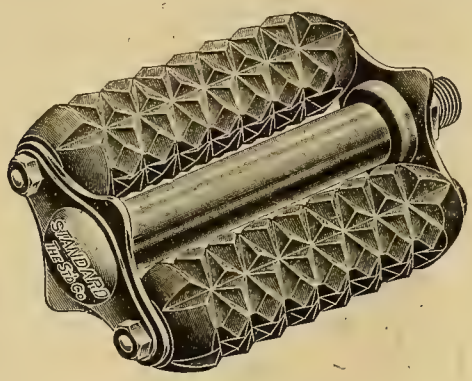
10 Acres More Land to Build On

We will be ready to make deliveries for 1911 business. Do not close for your entire requirements. We will protect our contracts on Quality, Price and Deliveries

KELLY-RACINE RUBBER COMPANY, RACINE, WIS.

Put Your Foot Down On It

and you will readily understand why



THE
Standard Rubber Pedal

is practically

THE UNIVERSAL MOTORCYCLE EQUIPMENT

It is not only well made and a good looker, but it has that "feel" that is appreciated by road riders.

Of course,

we have rat-trap pedals also—for both bicycles and motorcycles—likewise toe clips, and as for

SPOKES AND NIPPLES

we about supply the whole country. If the spokes on your machine are stamped Diamond E, you may be sure that you have the quality spoke.

THE STANDARD CO., Torrington, Conn.

MOTORCYCLE CASES AT HALF PRICE

We cleaned out the stock of the Morgan & Wright factory when they changed the style of lettering on their moulds for 1910. They are stamped "Second" in small letters near the bead, and while not guaranteed, every one is practically perfect.

SINGLE CLINCH—MOULDED TYPE

Priced Each Size	Regular Weight Basket Weave	"Tourist" Heavy Basket Weave	"Bailey" Tread
26x2¼	$5.00	$5.50	$5.50
26x2½	5.25	....	....
28x2	5.00	5.50	....
28x2¼	5.25	5.75	5.75
28x2½	5.50	6.00	6.00

DOUBLE CLINCH—MOULDED TYPE

Priced Each Size	Corrugated or Basket Weave	"Tourist" Heavy Basket Weave	"Bailey" Tread
26x2¼	$5.25	$5.75	$5.75
26x2½	5.50	6.00	6.00
28x2	5.25	5.75	....
28x2¼	5.50	6.00	6.00
28x2½	5.75	6.25	6.25

THE MONEY YOURS, THE GOODS OURS UNTIL YOU'RE SATISFIED

Select the style and size you want, send our low purchase price any way you like with the distinct understanding that you are free to examine them thoroughly upon receipt, and return them at our expense if they do not in every way come up to your expectations.

You save half the regular price on these new practically perfect casings and take no risk, as the amount paid will be cheerfully refunded if upon receipt you don't agree with us that they are the best value you ever saw. Please give first and second choice when ordering.

LET US SEND OUR 1910 MOTORCYCLE AND BICYCLE SUPPLY CATALOGUE

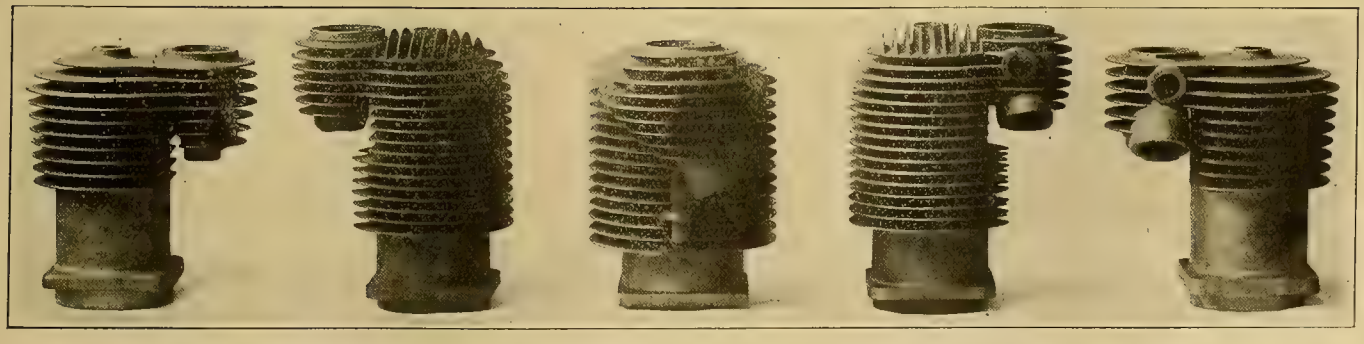
NEW YORK SPORTING GOODS COMPANY

15 and 17 Warren Street, (near Broadway) NEW YORK, N. Y.

WE MAKE CYLINDERS

We are turning out cylinders for all leading makes of motorcycles.

We Also Make Patterns for the Same



We guarantee that our castings will be found satisfactory in every respect and YOU CAN'T DUPLICATE them in QUALITY or PRICE. ¶ We are in position to make prompt deliveries.

STANDARD FOUNDRY COMPANY, Racine, Wis.

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

JUST ONE PROOF OF MANY

Minneapolis, Minn., May 9, 1910.

EMPIRE TIRE AND RUBBER CO.,

Minneapolis, Minn.

Gentlemen: I cannot resist the temptation to say a good word for Empire Motorcycle Tires. I have ridden a Motorcycle, equipped with your tires, about 11,000 miles, and have had no tire trouble whatsoever.

I rode about 2,000 miles before having to pump any air into them, and have not had a single puncture in the front tire in the whole distance covered.

I am now using the second set of Empire tires, in the three years I have been riding. This second set was put on this Spring, and I don't expect to have to renew tires for the next couple of years. I ride my machine every day the weather permits, and can heartily recommend Empire tires as being as good, if not better than any other tires on the market.

Very truly yours,

W. M. WALLIS.

When You Place Your Rim Orders

We assume, of course, that in selecting your source of supply you exercise your usual caution. In ordering Bicycle Wood Rims, however, we would remind you that it is well to remember—

1st — The quality.
2nd — The deliveries you will receive.
3rd — The physical ability of the factory and its timber supply.
4th — Whether the bidder can furnish all the standard sizes and styles.
5th — The price.

"Tucker" Rims have been a recognized standard for the past eighteen years; are manufactured in a modern factory, centrally located, with its output protected by a timber supply sufficient for a generation to come. We can supply with reasonable promptness all styles of rims in general use. We solicit your business and will be glad to mail you our proposition upon application.

WE SELL EXCLUSIVELY TO THE JOBBER AND MANUFACTURER.

THE TUCKER WOOD WORK CO., Sidney, Ohio

Capacity | Experience

Steel RIMS

MOTORCYCLE
Single and Double Clinch—
also Belt.

BICYCLE
Crescent and Drop Center.

AUTOMOBILE
Clincher, Q. D., Demountable
and Channel.

AND GUARDS

MOTORCYCLE
AND BICYCLE
Raised Center and Crescent.

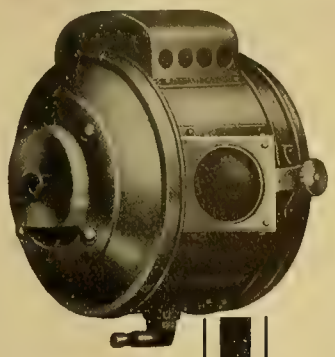
MOTT WHEEL WORKS, Utica, N. Y.

Manufacturers

ABBOTT & BAILEY, Sales Agents, Majestic Building, Detroit

Quality | Price

Enjoy a Night Spin in Safety

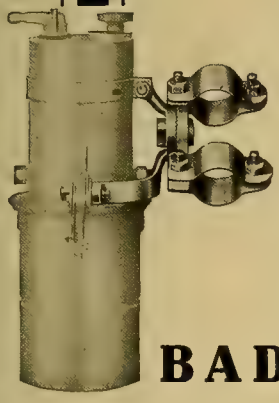


Equip your bicycle or motorcycle with a Solar motorcycle lamp and you can enjoy a spin at night as well as by day.

You won't need to worry about curves or rough spots. The Solar throws out a long clear steady stream of pure white light. You can glide along in safety and confidence behind the beam of a Solar.

SOLAR LAMPS

For Motorcycle and Bicycle



The lamp is heavy brass, reinforced and riveted in assembling. It is fitted with a removable 4-inch B & L Solar lens mirror reflector—the most powerful 4-inch mirror made.

The generator is made of a seamless shell of heavy drawn brass and has a greater carbide capacity than any generator on the market.

Solars are the one practical motorcycle or bicycle lamp. For over a dozen years they have been the world's standard—When you adopt a Solar you bid goodbye to lamp troubles forever. Write a postal for catalog.

BADGER BRASS MFG. CO., Kenosha, Wis. New York City

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

—

STANDARD RUBBER PEDALS

—

SAGER TOE CLIPS
CYCLE AND MOTORCYCLE TYPES

ALL are necessities; all are ready sellers and in continued demand. All are top-notchers. No stock is complete without them.

■

QUOTATIONS ON REQUEST.

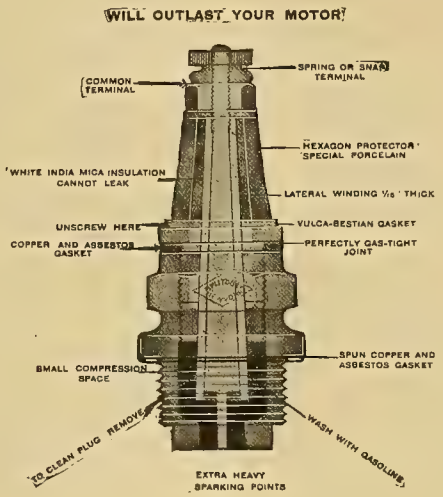
THE STANDARD COMPANY, Torrington, Conn.

SPLITDORF Motorcycle Plug

on

Eleven Winners

at the opening of the new Salt Lake Motordrome, July 2.



Wherever there are motorcycle races there you will find the SPLITDORF Plug on the winners.

Because of its well-known high quality the leading makers of the country use it as standard equipment.

Insist on the SPLITDORF Plug and you will have Perfect Ignition.

C. F. SPLITDORF

Walton Ave. and 138th St.

Branch, 1679 Broadway

New York

Pittsfield Motorcycle COILS

provide a sure, sharp, hot spark from even a faint primary. No motorcycle service is hard for them, or can lessen their remarkable efficiency.

Supplied with either flat or conical end. The one cylinder, four lead Pittsfield Coil sells for $8.00, and the two cylinder, five lead Pittsfield Coil sells for $9.00.

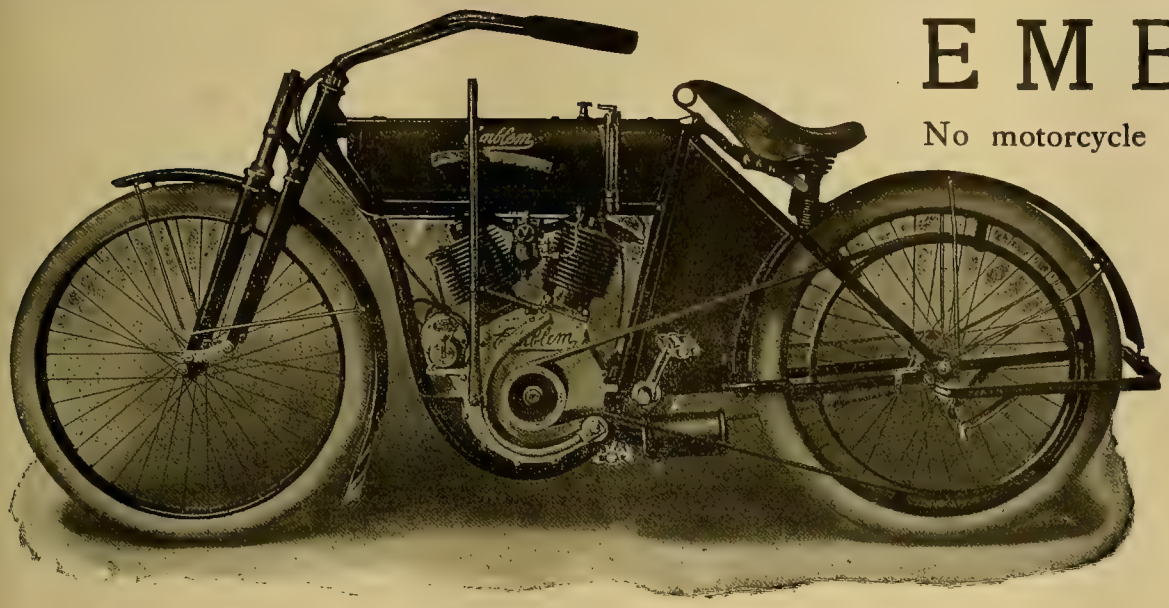
Pittsfield Spark Coil Co.

DALTON, MASS.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

When the Prospective Purchaser Studies

the make-up of the various motorcycles and compares their features he is bound to be impressed by the



EMBLEM

No motorcycle made offers so much value for the money.

Full length triangular reinforced frame; ball bearing engine; large valves; interchangeable ignition system; copper tanks; horizontal saddle post—these are only some of the Emblem features.

4 AND 5 H. P. SINGLES
7 H. P. TWINS

Catalog and Agency Terms on request.

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.

BIG MONEY

For You MR. DEALER Handling

THE FAMOUS

Overland and Black Diamond

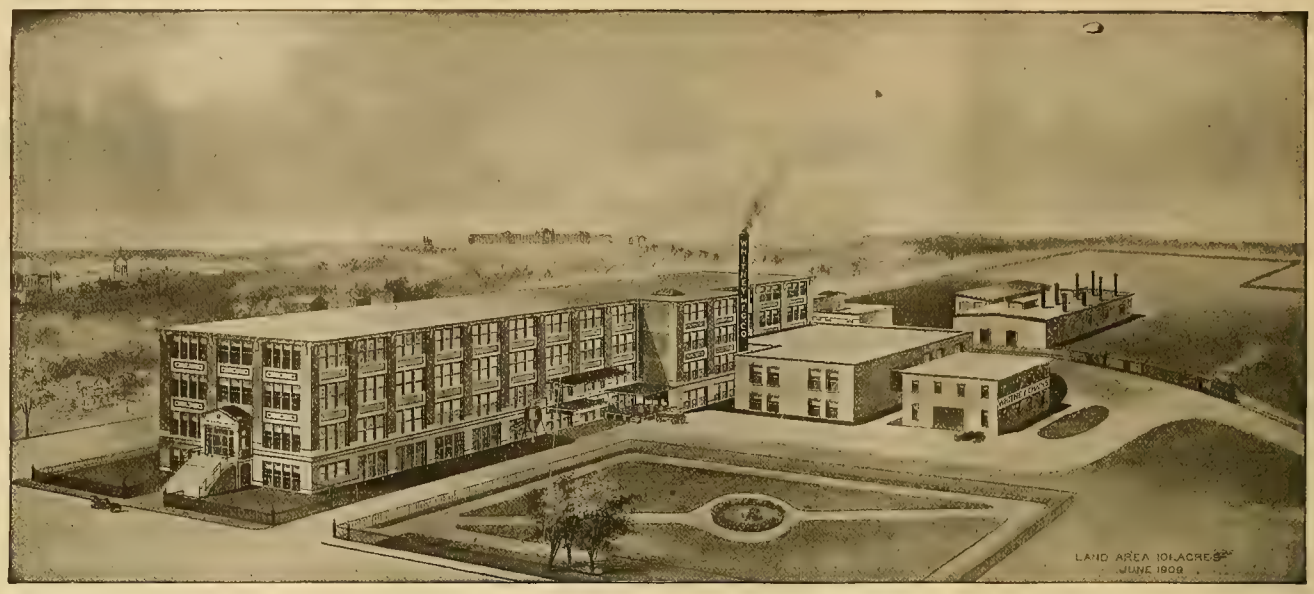
BICYCLES

PROMPT DELIVERY ASSURED

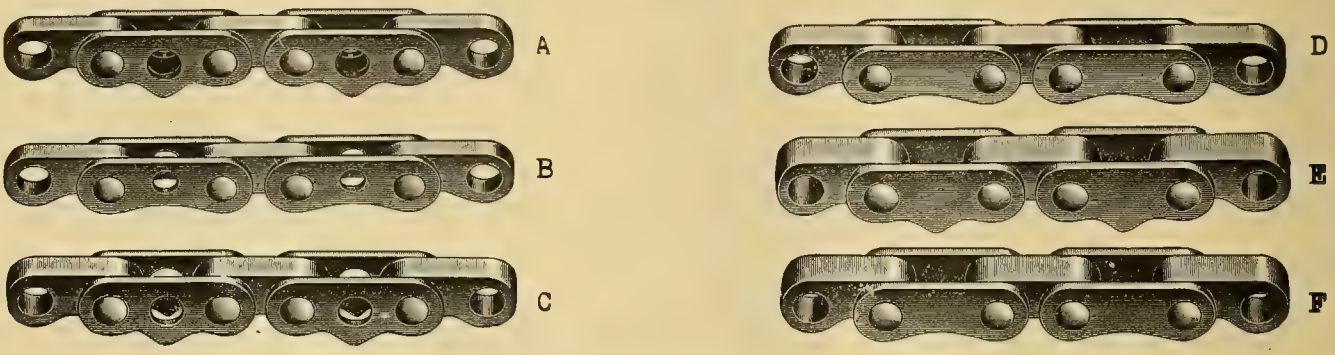
Send for our Big No. 10 Catalogue illustrating the different models in colors.

BI-MOTOR EQUIPMENT CO.,

177-179 PORTLAND STREET, BOSTON, MASS.



"Whitney" Chains are made in one of the most modern of American fire-proof factories.



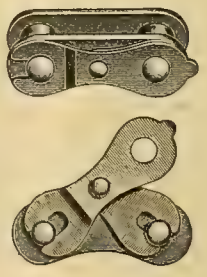
If you have not tested our 191. Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE

Our New Roller Chains ⅝" Pitch

For Motorcycles, Etc.



New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains



THE WHITNEY MFG. COMPANY

Hartford, Connecticut

For All Motorcyclists

who desire to increase the

RELIABILITY

of their mounts, time and use have proven that there is nothing so good as

Kokomo Tires



They marked the real beginning of real reliability in motorcycle tires and practically established a new standard. If you have a dependable machine why not have tires to match it?

As for bicycle tires—you all know Kokomos. No manufacturer ever has been quite able to reach their quality. We still hold the formula safe.

Kokomo Rubber Company

KOKOMO, INDIANA

Thor

Only Three Perfect Scores

IN THE F. A. M. ENDURANCE CONTEST

Thor

The Motorcycle Supreme

SECURED ALL OF THEM

125 motorcycles started; only 25 reached the first night's control.

It did not require any experts to announce the winner of this year's Endurance Run. There was only one motorcycle equal to the test—only one that could possibly have held together and performed perfectly under the severe strain of running over the worst mud roads in the mountains of Pennsylvania proved it. Any sort of road; any sort of weather;

Five *Thor* IV's Started; Four Finished

You ask why this remarkable showing. The answer is:

Thor Quality, *Thor* Transmission, *Thor* Reliability

Thor THE MOTORCYCLE SUPREME

Look at the official score and you will readily understand why the *Thor* IV is the greatest motorcycle on earth. *Thor* Motorcycles are built to give service. *Thor* owners get it.

Mr. Dealer! **Is there a *Thor* Agency in your town? IF NOT—WHY NOT?**

AURORA AUTOMATIC MACHINERY CO.

Thor Building
Chicago, Ill.

Distributors:

A. FREED, San Francisco, Cal.
J. S. LENG & SONS CO., New York, N. Y.
MOTORCYCLE SPECIALTY CO., Boston, Mass.
FRED WILLIAMS, Denver, Col.
GUS HABICH, Indianapolis, Ind.
McGRAW BROS. CO., Jacksonville, Fla.

Thor

Thor

Only Three Perfect Scores

IN THE F. A. M. ENDURANCE CONTEST

Thor — The Motorcycle Supreme

SECURED ALL OF THEM

125 motorcycles started; only 25 reached the first night's control.

It did not require any experts to announce the winner of this year's Endurance Run. There was only one motorcycle equal to the test—only one that could possibly have held together and performed perfectly under the severe strain of running over the worst mud roads in the mountains of Pennsylvania proved it. Any sort of road; any sort of weather;

Five Thor IV's Started; Four Finished

You ask why this remarkable showing. The answer is:

Thor Quality, Thor Transmission, Thor Reliability

Thor THE MOTORCYCLE SUPREME

Look at the official score and you will readily understand why the Thor IV is the greatest motorcycle on earth. Thor Motorcycles are built to give service. Thor owners get it.

Mr. Dealer! Is there a Thor Agency in your town? IF NOT—WHY NOT?

AURORA AUTOMATIC MACHINERY CO.

Thor Building
Chicago, Ill.

Distributors:

A. FREED, San Francisco, Cal.
J. S. LENG & SONS CO., New York, N. Y.
MOTORCYCLE SPECIALTY CO., Boston, Mass.
FRED WILLIAMS, Denver, Col.
GUS HABICH, Indianapolis, Ind.
McGRAW BROS. CO., Jacksonville, Fla.

Thor

THE SURVIVAL OF THE FITTEST

3.
3692

POSTAL TELEGRAPH — COMMERCIAL CABLES

POSTAL TELEGRAPH — INDEPENDENT COMPETITIVE PROGRESSIVE — COMMERCIAL CABLES

NIGHT LETTERGRAM

The Postal Telegraph-Cable Company (Incorporated) transmits and delivers this night lettergram subject to the terms and conditions printed on the back of this blank.
CLARENCE H. MACKAY, PRESIDENT.

COUNTER NUMBER.	TIME FILED. M.	CHECK

Send the following night lettergram, without repeating, subject to the terms and conditions printed on the back hereof, which are hereby agreed to.

Philadelphia, Pa., August 10, 1910.

G & J TIRE CO.,
Indianapolis, Ind.

Only twenty-two riders finished within time limit, twelve of whom were equipped with G & J Tires. Morgan & Wright seven, Goodrich three. Heartiest congratulations.

F. X. BERRODIN.

The above results of the F. A. M. Endurance Run prove beyond any doubt the value and superiority of

G & J TIRES

the product of a factory whose slogan of QUALITY—SERVICE—SATISFACTION is always maintained.

G & J TIRE CO.
Indianapolis, Ind.

Note the Big Advantages in Selling This Tire

The Pathfinder Non-Skid Extra Heavy Bicycle Tire—because it is so constructed that lasting repairs can be made easily—will *save* money for your customers. Therefore, it will *make more* money for you.

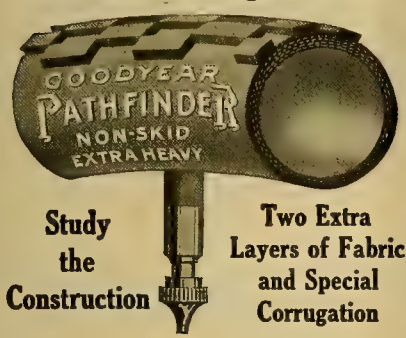
It will make your customers glad they bought from you, and not only will they come back to buy again, but they will send you new trade—be your best advertisement.

Study the construction, the remarkable *service* qualities in this tire. It will be worth your while.

Two extra layers of the closest woven Egyptian fabric possible and a special corrugation absolutely prevent skidding on even the most slippery asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made. Besides these points, note that

The Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire

is not made from "reclaimed" rubber from the junk pile, which we could get for 10c a pound, it is not made from "Borneo" or "Guayule." It is made from the best grade of Para rubber, fresh from the trees—and as nearly pure as could be put in a bicycle tire to vulcanize properly. This rubber is expensive—but it gives the service to Goodyear Tires that inferior grades could not possibly give.



Study the Construction

Two Extra Layers of Fabric and Special Corrugation

Notice that all the fabric in this tire is the special closely woven Egyptian. A strip one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

You never saw a cover more tough than that of the Pathfinder Non-Skid Extra Heavy. Yet the tire yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping. Unlike ordinary tires, the Pathfinder Non-Skid Extra Heavy can be repaired by either plugs or vulcanization.

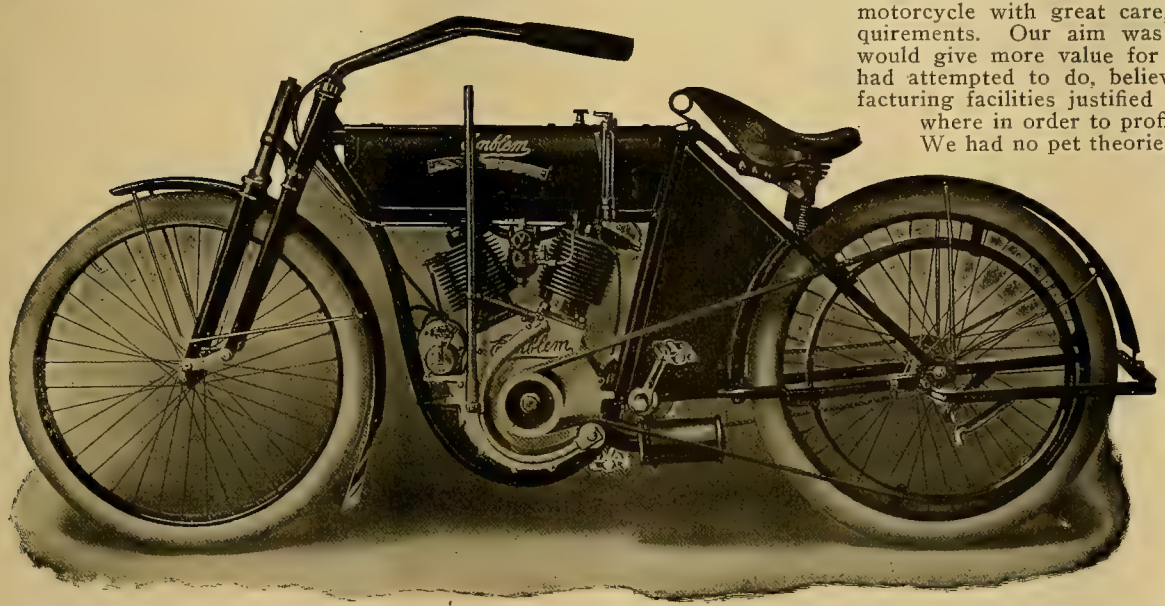
There are Over 600 Successful Goodyear Dealers

Why don't you join the more than 600 dealers—one to a town in all parts of the country—now doing a big business in Goodyear tires, and increase your own sales? If we aren't represented in your town, write us TODAY and see how much more money there is in it for you.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston St; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 E. Seventh St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.

We didn't attempt to build a motorcycle until we satisfied ourselves we could build a good one—



The result is we have had no apologies to offer, no mistakes to live down. We went about the construction of a motorcycle with great care, studying conditions and requirements. Our aim was to produce a machine that would give more value for the money than anyone else had attempted to do, believing that our superior manufacturing facilities justified it. Then we searched everywhere in order to profit by the experience of others. We had no pet theories to "exploit," no "inventions" to develop. It was simply a matter of business to produce the best for the money. Judge for yourself.

Full length triangular reinforced frame; ball bearing engine; large valves; interchangeable ignition system; copper tanks; horizontal saddle post—these are only some of the Emblem features.

4 and 5 H.P. SINGLES
7 H.P. TWINS

We are now ready to talk 1911 agency propositions. Better speak quickly for live agents have a habit of snapping up Emblem offerings.

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.

1911 Jobbing Bicycle Season

WE ARE NOW READY TO MAKE 1911 CONTRACTS

with jobbers for their requirements in jobbing and juvenile bicycles. Everything points to the wisdom of making arrangements early for next year's trade, which promises to be a record breaker.

We particularly desire to hear from those who have not used Pope goods during the past season, as we know that we can give such jobbers a combination of bicycles and service more satisfactory than can be obtained from any other source.



POPE BICYCLE FACTORY

All of our customers of 1910 will testify to the splendid care we have taken of their orders throughout the year and especially during the most strenuous period of the rush season—a service made possible by the magnificent facilities and fine organization of our Westfield plant.

THE POPE MANUFACTURING CO., Hartford, Conn.

FISK *Quality* BICYCLE TIRES

MADE by the most skilled tire workmen in the world, from the best tire material procurable, Fisk Bicycle Tires of all grades are unquestionably unequalled for Quality. Used by Wheelmen who demand the Best.

FISK No. 66 ROAD TIRE, shown herewith, is a high grade road tire similar in construction to the No. 66 Extra Heavy except that it is somewhat lighter weight, both in

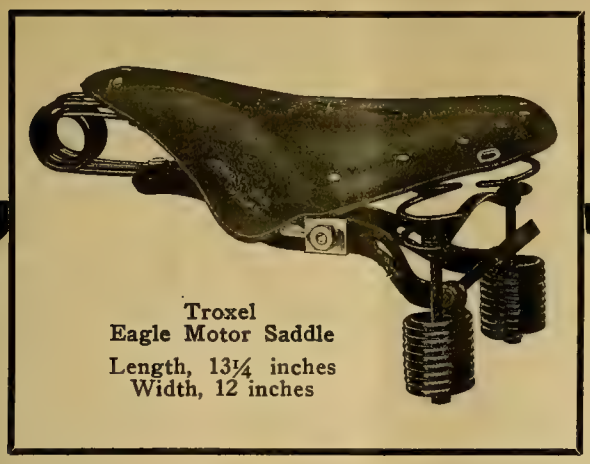


case and tube, and has the regular plain tread. This is a deservedly popular type which has been adopted as standard equipment for a number of the better grade bicycles.

A booklet illustrating and pricing Fisk Bicycle Tires will be sent on request.

THE FISK RUBBER COMPANY

Department E — *Branches in Seventeen Cities* — Chicopee Falls, Mass.



Troxel
Eagle Motor Saddle
Length, 13¼ inches
Width, 12 inches



Troxel New Wood
Base Motor Saddle
Length, 14½ inches
Width, 12½ inches

THREE TROXEL SADDLES

WERE ON THE

THREE THOR WINNERS

OF THE

National F. A. M. Endurance Contest of 1910—the blue ribbon event of motorcycling.

505 MILES OF THE SEVEREST TEST TO WHICH MOTORCYCLES WERE EVER SUBJECTED

¶ The same good judgment that brought through the winners, selected Troxel Saddles as their natural equipment.

¶ And Troxel Saddles didn't disappoint. They never do. They are giving the same reliable service every day under thousands of riders everywhere.

The TROXEL MANUFACTURING Co.

Elyria, Ohio, U. S. A.

LARGEST MANUFACTURERS OF SADDLES, TOOL BAGS, ETC., IN THE U. S.

THE MUSSELMAN
Automatic Coaster and Brake



A Child can put it together.

The Brake Without The Side-Arm

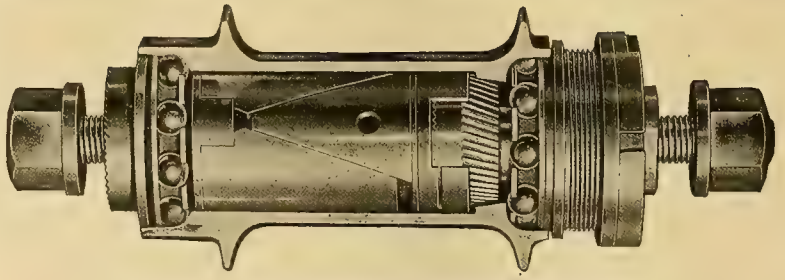
STRONG LIGHT
SMALL POSITIVE
SIMPLE SENSITIVE

The Brake Without The Lock-Washer



"Weighs only 25 ounces."

It's the only genuine automatic coaster brake made; it does its work without the assistance of springs, levers, braces, side arms, etc., and is absolutely free in coasting, positive and sensitive in driving and braking. No clicking or rattling at any time.



Sectional View Showing Arrangements of Parts.

WRITE FOR A DESCRIPTIVE BOOKLET, "THE ARMLESS WONDER."

THE MIAMI CYCLE & MFG. CO., Middletown, O.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED · 1877 ·

Vol. LXI. New York, U. S. A., Saturday, August 13, 1910. No. 21

PIERCE CYCLE IN BANKRUPTCY

Delays in Motorcycle Production Assigned as Chief Cause of Difficulties—Reorganization is Planned.

Involuntary bankruptcy proceedings have been brought against the Pierce Cycle Co., of Buffalo, N. Y., and following a filing of the petition in the United States court at Buffalo, on the 9th inst., Judge Hazel has appointed Lawrence P. Hancock and Mathew W. Bennett as receivers, who at once took charge of the plant after giving bond of $25,000 each. The petitioning creditors, each holding notes amounting to $1,000, are Donald S. McKay, Conrad J. Lang and Gustave Benjamin.

Three years ago the George N. Pierce Co., of Buffalo, N. Y., which had developed an immense motor car manufacturing business in addition to its manufacture of bicycles, separated the two divisions into two distinct companies. George N. Pierce, the founder of the business, sold out his interests in the automobile company, the two concerns becoming entirely separate in ownership. His son, Percy P. Pierce, was made president of the Cycle company, which also took up the manufacture of motorcycles. These, like the company's bicycles have enjoyed a reputation as a high grade product. A lack of sufficient ready cash capital to meet the conditions imposed by the production of four cylinder and single cylinder motorcycles on a large scale is assigned as the chief cause of the present embarrassment. Many deliveries were made so late that agents refused to accept them.

"The company will be reorganized and the business continued," according to William R. Coburn, secretary and treasurer of the company. "The reorganization will be accomplished as speedily as possible, probably inside of the year. We are thoroughly solvent. Our stock, machinery and accounts receivable will probably reach $500,000, and our liabilities do not come within a third of that amount. It is simply a case of not having the ready cash, due to delays in getting out the goods. Considerable delay occurred last winter in the shipment of castings and other parts for the 1910 single cylinder motorcycle, but the production is running smoothly now.

"The receivership was welcomed after the proceedings actually were begun," he continued. "With the receivers in charge of the plant we are able to continue operations and will be able to pay the creditors in full. Should the plant shut down, the materials would not bring near their present value."

Price of Rubber Takes a Tumble.

Rubber, which three months ago nominally reached $3 per pound for the grade used in automobile tires, has taken a decided slump in price, after holding at about $2.35 per pound for some time. At the fortnightly auction in Mincing Lane, London, on Tuesday, 9th inst., the quotations took a decided tumble, which was reflected in the New York market by quotations of $1.85 per pound for fine upriver Para.

Edwards-Crist Becomes a Corporation.

The Edwards-Crist Mfg. Co., Chicago, which has ben marketing the Armac motorcycle, last week was incorporated under the laws of Illinois. It is capitalized at $30,000. The corporators named are Jesse Edwards, Robert C. Crist and Alfred O. Lambert.

Schack to Visit Pacific Coast.

W. G. Schack, the head of the Emblem Mfg. Co., Angola, N. Y., leaves next week for a six weeks' visit to the Pacific coast. He will combine business with pleasure. Mrs. Schack accompanies him.

NAMEPLATE MACHINES IN PERIL

Caused by Jobbers' Activity and Makers' Indifference, Tradesman Declares—Urges Aggressive Action.

What is becoming of the nameplate bicycles, which formerly dominated the trade, but which nowadays appear to be submerged in the flood of "jobbing" machines that are offered, is a question which came up in private conversation during the Atlantic City convention and which gave pause to several tradesmen. One of them was frank in expressing the opinion that the present tendencies in marketing bicycles contain an element of real peril for the individual cycle manufacturers. He believes it to be a great mistake in policy for the cycle makers to relax their selling campaigns of nameplate machines that at one time did and should now enjoy a national, if not an international, reputation.

"Not everybody seems to realize that jobbers are marketing fully 80 per cent. of the bicycles made in this country," he declared. "These machines are sold under a hundred different names, not one of which is known to the public in a large way. In fact, the origin of the bicycles is neither asked nor given, and the riders are given little cause for sustained pride in the brand of bicycle they have chosen, although the machines actually may be as good as any in the world, so far as design, material and construction are concerned.

"It is not mere sentiment that makes me hark back to the days when a retail purchaser would come into a store with the fixed purpose of buying a bicycle made by one manufacturer or another whose product was known from one end of the country to the other. This attitude of mind can and should be created again. It exists in other lines of goods that have been on the

market far longer than the bicycle, where people have a fairly clear idea of who is making the best goods. As it is today, the average man or youth would hardly know the name of a standard nameplate machine, and if he were inclined to ask for a brand that he had heard about, it as likely would be some well advertised mail order bicycle as anything else. In fact, I venture to say that some of those who ride bicycles would have to stop to think if asked to name the three best known bicycles and their makers.

"In effacing themselves and letting the jobbers handle the whole task of selling, the manufacturers doubtless feel that they are simplifying their business and are relieving themselves of much burdensome detail involved in maintaining an immense selling organization of their own in the field. But in just the degree that they give this end of the business over to the jobbers, to just that extent will they be at the jobbers' mercy. The jobber can drop one manufacturer and take up with another without turning a hair, because it will in no way affect the so-called brands he handles.

"No one denies that the jobbers, under the present system, perform a valuable function for the trade, and it would be all right to let them have their fair proportion of the market for their jobbing machines; but the nameplate machines, as a class, are in danger of being wiped out. There is no good reason why the business should degenerate to a point where bicycles are bicycles, and nothing more, with no distinctions of brand or origin that the public can recognize, and unless those manufacturers who are proud of the names of their bicycles spend a little more money for printers' ink and wall paint, their names and the names of their machines are likely to become mere neighborhood terms.

"This year the bicycle makers were the dictators, because of the great demand for machines and the willingness of the jobbers to pay almost any price to get them. But with production abreast of or ahead of demand, the cycle makers who are unknown to the public, who have no individual market or following of their own among riders, who are wholly dependent on the jobbers to take their goods, will find that jobbers can be dictators as well."

Apt Descriptions Accompany Prices.

This is the not inapt manner in which an English dealer advertises the bicycles which he has for sale:

Bicycles at all Prices.

1 Guinea —Second-hand bicycles or crocks.
2 Guineas—Something rideable!
3 Guineas—A fairly decent old crock!
4 Guineas—A new bicycle.
5 Guineas—A decent new bicycle.
6 Guineas—Something better!
7 Guineas—A step further.
8 Guineas—This is nearer the mark!

For £8 15s. you can buy a—bicycle the very best bicycle ever made.

MORE GAINS IN CYCLE EXPORTS

June Discloses Surprising Jumps in Some Divisions—Other Europe's Remarkable Increase—Canadians Good Customers.

Exports during the month of June, like those during the previous months, were of the uplifting sort. Seven of the geographical divisions decreased their purchases, but a substantial increase in the trade with Other Europe resulted in a net gain. It is the first time in many months that this division Other Europe has ranked first as a buyer of American bicycles. Great Britain, which hitherto has been the heaviest purchaser, dropped to second place, while British North America, owing to its greatly increased buying in June, is but a few hundred dollars behind the mother country. The total figures for the month were $70,562, as compared with $59,667 in June, 1909.

Several of the geographical divisions took practically the same amount as in the corresponding month of last year, while ten of them actually increased their quota in greater or less amounts. Other Europe leads the list, both in proportional and actual gains, the figures for June, 1910, being $13,399 as against $4,622, an increase of practically 190 per cent. The second greatest increase was that of British North America; the United Kingdom's gain being third in point of actual dollars difference between this year and last. The gain in the case of Italy was about the same as that of the United Kingdom. France was the heaviest individual delinquent, its imports having decreased from $5,124 to $443, a loss of over 91 per cent.

The figures for the government's fiscal year ending June, 1910, still show the effects of the losses of the last months of 1909, for despite the encouraging increases of the past few months, the totals are still below those recorded for the corresponding period of last year. The totals are $620,760 and $723,893, respectively, representing a loss of 16 per cent., roughly speaking. The record in detail follows:

Cycles and parts of— Exported to—	June 1909	June 1910	Twelve Mos. End'g June 1908	Twelve Mos. End'g June 1909	Twelve Mos. End'g June 1910
United Kingdom	$10,406	$12,913	$104,793	$105,262	$125,922
Belgium	2,776	2,870	24.441	34,755	15.540
France	5,124	443	22,395	33,029	2,365
Germany	1,365	1,174	30,692	21,548	14,129
Italy	1,975	3,968	27,810	21,956	21,963
Netherlands	2,265	1,559	31,442	33,782	31,575
Other Europe	4,622	13,399	70,507	140.306	63,151
British North America	6,189	12,054	63,113	56.969	79,159
Mexico	4,623	5,406	97,150	56,677	58,053
Cuba	2.827	3,108	43,007	21,866	26,948
Other West Indies and Bermuda	1,496	1,435	25.166	15,584	14,544
Argentina	625	1,769	14,899	18,539	16,921
Brazil	225	1,288	8,172	5,073	7,370
Other South America	819	1,311	15,655	10,480	12,266
Japan	3,967	2,811	98,084	54,514	20,511
British Australasia	6,943	1,192	91,304	60,793	54,337
Other Asia and Oceania	2,079	3,083	18,881	24.636	41,031
Other countries	1,341	779	8,766	8,124	14,975
Total	$59,667	$70,562	$796,277	$723,893	$620,760

Translating a Customer's Query.

Incidents frequently arise that show a more or less astonishing unfamiliarity on the part of some riders with the mechanism of their machines and with the purposes of the various parts. H. A. Gliesman, the New York dealer, encountered a remarkable instance of the kind when a young man walked into his place and asked:

"Mister, do you keep those little things that fit inside the valve with a spring and that work like a damper?"

After a moment's puzzled thought, the clerk handed him a valve plunger.

"Is that what you mean?" the clerk inquired.

"Yes, sir. How much?"

Austrian Invents a "Hydrocycle."

Once more the water bicycle has been "invented." This time it has appeared in Germany, and its inventor, Herr Kaspar, who is an Austrian, exhibits the usual faith in its future possibilities in a commercial way. The Kaspar "hydrocycle" consists of a pair of water-tight tubes of galvanized iron, which are 10½ feet long, pointed, and placed parallel and about 2½ feet apart. The frame, seat and pedal arrangement broadly suggest bicycle construction, propulsion being accomplished by a paddle wheel mounted between the two pontoons, while the rudder is connected to the handle bars.

Cleaning Gas Tips with Tire Pumps.

Clogged acetylene burner tips frequently can be cleaned satisfactorily by blowing through them with an ordinary tire pump. After removing the tip from the lamp hold it firmly against the end of the pump hose, the regular pump connection being removed temporarily. Get some one to work the pump. In most cases it will be found upon replacing the burner in the lamp that it is clean and in working order.

Lukens Goes in Business with Pond.

Cecil Lukens, of Oskaloosa, Ia., has purchased a half interest in the bicycle business of N. W. Pond of that place. He has had extensive experience.

HYDRAULIC TEST FOR PISTONS

Proves Not a Few of Them to be Porous —Rarely Suspected Evil and its Mystifying Effects.

Although it is quite likely that very few motorcyclists ever heard of a porous piston, the fact remains that castings the metal of which has this defect sometimes are assembled in engines which otherwise are free from defects and that they are responsible for most mysterious losses of power. This has become known through the information that one well-known motorcycle company invariably subjects all pistons to a special hydraulic test before allowing them to be used. The elimination of defective castings in this way, it is said, has had a great deal to do with the uniformly satisfactory performance of this particular make of engine, since the process was put into effect.

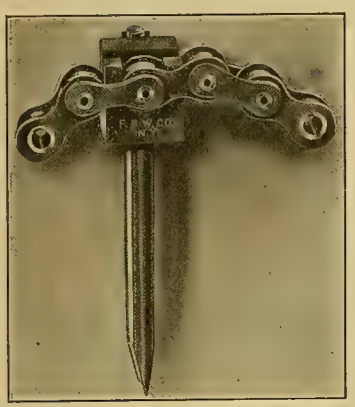
As is well known to foundrymen and machinists, the casting process is subject to many peculiar conditions, and despite the most careful precautions, it sometimes happens that one or two castings out of a pouring will turn out badly, while the remainder of the lot will be perfect. Although the cause of porosity is difficult to explain, its effect is easily understood. The grains of the metal are so loosely arranged that certain very minute pores or holes are formed which ramify through the metal and render it subject to leakage when called upon to withstand very high pressures. The same trouble is experienced with cylinders, but as more rigid inspection and test usually is applied to the rough cylinder castings, the imperfect ones seldom are finished. In the case of the pistons, however, this particular defect has been overlooked in many instances.

The effect of the porous piston on the performance of an engine is subtle and difficult to locate unless there is reason to suspect the piston itself. Ordinarily when the engine is cold, or when it is at its ordinary running temperature, no trouble will be experienced. If the engine becomes overheated, however, the expansion of the metal tends to open the pores sufficiently to cause a very appreciable amount of leakage. The result is that the engine loses power. As soon as the piston has had time to cool again, of course, the pores heal themselves by the contraction of the metal and the lost power is regained.

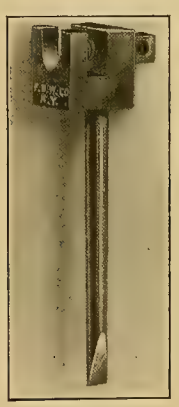
In a word, so peculiar is the nature of the difficulty that unless the case is a peculiarly aggravated one, or the attention of the repairman particularly directed to the metal of the piston there is small chance of its being located. Thus, it is not at all unlikely that not a few engines which fail to develop their expected power when worked to the limit of their capacity may be equipped with pistons which are defective in this respect.

Tool that Simplifies Chain Repairs.

Not the least forceful of the arguments which advocates of other forms of transmissions for motorcycles have advanced against the chain is the difficulty of repairing it on the road, and while such contentions may have been founded more or less on fact in the past they no longer hold



good. The F. B. Widmayer Co., 2312 Broadway, New York City, has put them to rout with a clever chain repair tool which it just has placed on the market and which is a revelation in its simplicity and efficiency. The device which is shown in the accompanying illustration was brought from San Francisco by Volney E. Davis on his recent transcontinental trip and proved invaluable to him, so valuable in fact that Davis says it would be the last thing in his kit that he would part with. The tool, which is made for ⅝ inch roller chains only, consists of a slotted block with a central groove to receive the broken link, and a grip bar, a jackscrew operated by a pin. After the link is placed in position



screwing up the jackscrews forces off the side plate off the rivets and the link may be withdrawn. The end of the grip has a screwdriver edge for separating a sideplate which may show a disposition to cling to the rivets. The wearing parts are case hardened and the tool is practically indestructible.

WATER AS AN ENGINE FUEL AID

Possibilities it Presents in Contributing to Power Increase—Difficulties of Securing Intended Effects.

Considering the amount of trouble which is caused by a drop or two of water in the carburetter, it may come as a surprise to many who are familiar with ordinary motorcycle construction to learn that many experts have considered seriously the proposition of using a certain amount of water as fuel. That water will not burn, in the ordinary acceptance of the term, goes without saying. Under certain circumstances, however, a very small proportion of water mixed with the gas has been found to have a beneficial effect upon the performance of the engine. On this account many investigators cling to the idea that that ultimately it may come into definite and profitable use in ordinary engine construction.

Under certain conditions, water introduced into the cylinder merely is converted into steam by the heat of combustion, the expansion of the steam serving to increase the pressure behind the piston. At the same time, it is evident that too much water would tend to absorb so much heat from the gas as to cause a decrease in pressure, instead of an increase. Under the ideal conditions which the theorists contemplate, however, a more highly scientific process takes place.

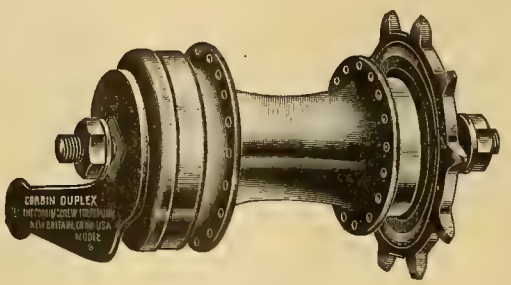
When only a very minute quantity of water is used and when the temperature within the cylinder is at a very high point, the generation of steam is followed by what is known as its "dissociation." This, in effect, results in the separation of the steam into its chemical elements, which, in turn, form new compounds. By this process water gas, so-called, is generated, which is highly combustible, and which immediately is burned and adds considerably to the pressure which results from ordinary combustion.

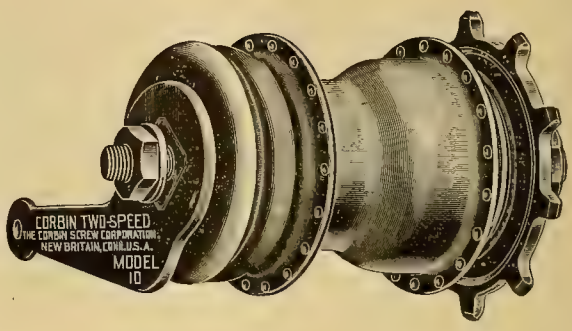
While extremely delicate regulating means is necessary to secure the desired results by the use of water in the cylinder, a very simple experiment will serve to show that its use actually tends to increase the power output. By taking an ordinary squirt can filled with water and injecting a few drops into the air port of the carburetter, when the engine is running at a fair rate of speed, the same effect is obtained as though a regular apparatus were installed for the purpose. If conditions are just right, it will be found that as soon as the water reaches the cylinder the engine will speed up appreciably, falling away again in speed as soon as the injection of water is stopped.

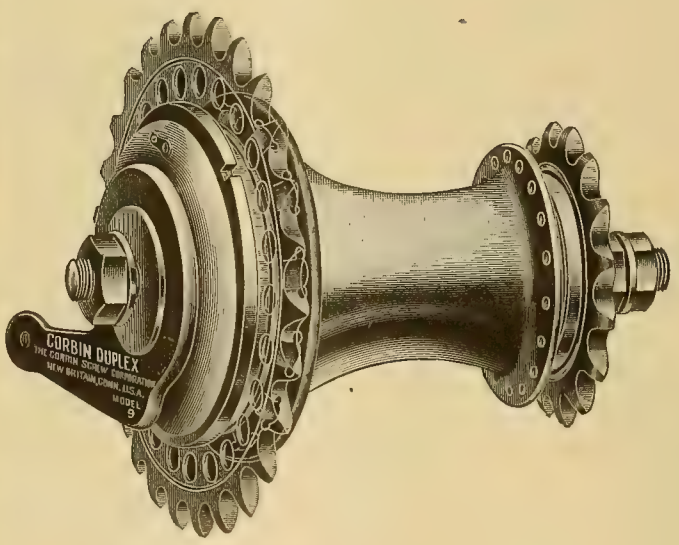
The adoption of the process, however, seems extremely remote.

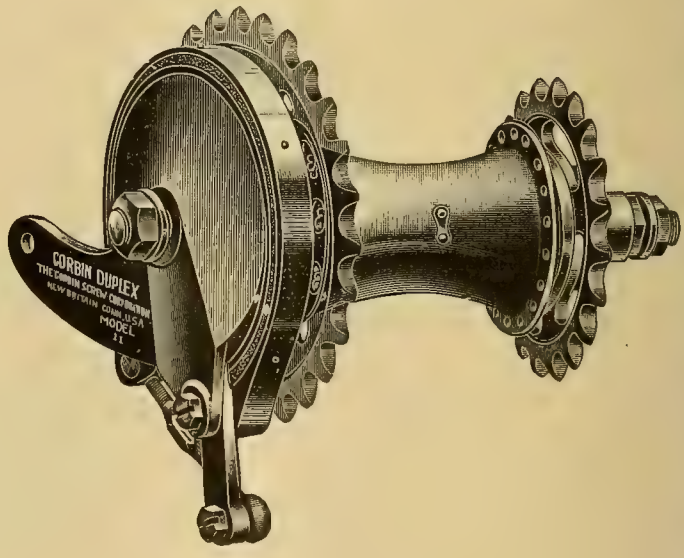
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NEW YORK AUGUST 13, 1910.

Significance of the Endurance Contest.

Four years have wrought many improvements in motorcycle construction, but they have witnessed no alteration in the basic principle upon which the motorcycle depends for its stability. Ample traction for the wheels is just as necessary as ever it was.

In July, 1906, the endurance run of the Federation of American Motorcyclists almost was put to rout through the effects of rain and mud; in August, 1910, the corresponding event encounters a similar hazard through the self-same causes and with even more disastrous consequences. Neither circumstance, however, is to be viewed in any other light than that which usually surrounds the fortunes of war. Both result from the fact that the bicycle requires uniform traction for both wheels, and that when that traction is removed from either wheel, or both, the machine becomes well-nigh unmanageable.

Comparison between the two events, the run from New York to Rochester and the run from Philadelphia over the eventful Stroudsburg stretch, is inevitable. In the former instance nearly two-thirds of the contestants were stalled in the mud or skidded out of the running in the last forty miles of the contest. In the latter more than four-fifths of the contenders disappeared from view before one-third of the route had been covered. That a larger percentage of riders fell in this week's run is due merely to the fact that the weather-highway combination happened to render the mud a little greasier than that which had to be negotiated in the vicinity of Rochester—that and the heavier machines in use and the fact that in the much greater number of riders probably were included a greater number of unskilled and inexperienced motorcyclists.

But it is a noteworthy fact that of the survivors a few had tire equipments especially designed to cope with just that condition that provoked the downfall of the others. If the result of this week's run proves anything at all it establishes the absolute vindication of the roughened tire tread and indicates the value under similar conditions to those which prevailed for one day only of special means for affording traction for the tires. Indeed, it indicates that such means are imperative and suggests the possibility that tire chains, such as are used so successfully on automobiles, might advantageously be applied to the motorcycle, despite the apparent difficulties which stand in the way.

So long as water will mix with clay and sand to form mud and so long as motorcycles go shod with rubber tires, just so long will the wet or muddy road be a menace to the motorcyclist—unless the lessons of such contests as the Rochester run and the Philadelphia run are heeded. That special tire equipment is just as desirable for the machine as waterproof clothing is for its rider has become a matter of common knowledge. That it is more essential when there is even the remotest possibility of encountering sloppy and greasy highways, apparently remains to be generally appreciated, even though the inference is plain.

Status of the Nameplate Bicycle.

Serving the purpose of inducing manufacturers of bicycles to take a survey of the situation, the comments of a tradesman, published in another column, relative to the backsliding if not threatened disappearance of the nameplate bicycle may prove a shock to complacent makers.

The backsliding has been so gradual that when its full extent is called to notice it cannot well fail to cause poignant surprise. The number of well known names that now stand conspicuous or that readily occur to mind can be counted on the fingers of one hand, and even the potency of some of these names is not what it once was. It is rather a sad commentary that tires and other articles of equipment applied to bicycles are, generally speaking, better known by name than are the bicycles themselves.

The advance of the jobbing bicycle during the last ten years has not been short of stupendous, and while it is too much to say that it will lead to the extinction of the nameplate article, that it has crowded it into a corner is plain to all who care to see. The jobber has become a mightier factor than is generally realized, and if he does not control the situation he is apt to come near to dominating it. To him one bicycle usually looks as good as another, if the price is "right." Names relatively have small meaning; those which convey the most meaning are the names which belong to himself. He is not particularly interested in establishing or upholding a reputation for other than himself.

These are plain truths which should not be lost sight of by the manufacturers of nameplate bicycles; they are full of significance. The value of a good name has in no wise lessened; it is worth as much today as it was in the days before the jobbing bicycle was known. In almost every line of merchandising, from shoes and soda biscuit to automobiles, fortunes are being spent in the effort to fix brand-names in the public mind; only the bicycle appears to be taking the opposite course. There is real reason why all manufacturers of bicycles should take serious counsel with themselves and seek to do something to stem the tide and to make their names and the names of their bicycles shine more brightly. They cannot expect the jobber to help them do so and the extent of their relations with the dealer and the public depends wholly on the effort they make.

It has been well said that "repetition is reputation," and even the manufacturer who is satisfied to produce only for the jobbing trade, should see the wisdom that rests in repeating at least one brand-name of his own, and repeating it strong and often, in print and out of it; it is in the nature of casting an anchor to windward that is well worth while. Those manufacturers who already possess good names should not suffer them to be eclipsed or to be lighted merely by a tallow dip. In the case of a manufactured article, a good name is equivalent to riches.

ROW AT WORLD'S CHAMPIONSHIPS

Germans Resent Judge's Decision Favoring Friol—Walthour Rides Brilliant Race and Wins "Moral Victory."

With the world's championships now a matter of history, foreign racing has settled to the humdrum of ordinary occurrence, and the running of the meeting at Brussels on July 17th, 23d, 24th and 25th did not produce any very great surprises. France carried off the major honors by winning all the professional titles, while England and Belgium divided the amateur honors. W. Bailey, of England, captured the amateur sprint championship, and Hens, of Belgium, succeeded to the amateur paced title held by Meredith, of England, for five years. Friol, the famous French sprinter, scored his second win in the world's championship by defeating Ellegaard, who held the title five times. Parent repeated his victory of 1909, by defeating Walthour, the American pace crack, in the 100 kilometres, and Andre, the famous French pacemaker, won the motorcycle world's championship, held this year for the first time.

The two amateur championships formed the feature of the first day's meeting on July 17th, and the eight preliminary heats of the one kilometre were won successively by W. Bailey (England), Neumer (Germany), Texier (France), Bosch (Germany), Dupoux (France), Vendedroeck (Belgium), Morisetti (Italy) and John (Belgium). All but Bailey, Neumer and Texier were eliminated in the semi-finals. The final proved very easy for the Britisher. He led from the start and was never in danger, Neumer beating Texier for second place.

There were so many applicants for the paced race that it was decided to run two preliminary 50 kilometres heats, two to qualify in each heat and the third man in the fastest race. Meredith (England) won the first from Delbor (Germany), and Hens (Belgium) the second from S. F. Bailey (England). Vincent (Belgium) qualified by being the third man in the fastest heat. Then followed one of the sensations of the meet. A week before going to Belgium Meredith had suffered a bad fall. He did not consider it serious, however, until he rode in the preliminary heat. He then realized that he would be unable to compete in the 100 kilometres final and withdrew. The officials insisted that he start, and a committee of doctors were called to pass upon the Englishman's physical fitness. Meredith could not explain in French and they could not talk English, and the doctors adjudged him fit. Meredith declined to start and the Union Cycliste Internationale suspended him for 15 days. Meredith has challenged Hens, the winner, and the race will take place in Paris next month. Hens won the final by 8 laps from Delbor, his fellow countryman, Bailey getting third and Vincent fourth. The time was 1:22:46⅘. Two preliminary heats of the world's motorcycle championship for professionals, which were won by Andre (France) and Delaplace (Belgium), and an amateur handicap, which went to Johnson (England), rounded out the first day's program.

The only final decided on the second day was the motorcycle championship, run at 5 kilometres (3.15 miles). Andre won by more than a lap from Delaplace in 3:02⅕. The preliminary heats of the world's professional sprint championship were scored by Pouchois (France), Friol (France), Rutt (Germany), Schilling (Holland), Ellegaard (Denmark), Otto Meyer (Germany), Arend (Germany) and H. Mayer (Germany). Comes won the repechage and the semi-finals went to Friol, Rutt and Ellegaard. In the first preliminary 50 kilometres heat of the world's professional paced championship Leon Vanderstuyft (Belgium) defeated Mancra (Belgium) and Seres (France)) in the order named, and Walthour (America) scored a brilliant win by defeating Demke (Germany) and Darragon (France). Arthur Vanderstuyft (Belgium) abandoned after the 83d lap. The third heat, run the following day, resulted in a victory for Parent (France), who led Goor (Holland) and Samson (Belgium) across the tape in the order named. Nat Butler (America) won the fourth heat, Van Gent (Holland) and Huybrecht (Belgium) both quitting before the finish. Linart (France) won the fifth heat from Stol (Holland).

The conclusion of the world's sprint championship was as unsatisfactory as can be imagined. In the first semi-final Rutt had defeated Comes and Schilling easily and Friol, Mayer and Arend were in the second semi-final. The finish was so close that no one but the judge who had his eye on the tape could tell who won. That judge was Signor Carozzi, the Italian delegate of the U. C. I. He decided that Friol defeated Mayer by the width of a tire. Mayer protested, but the judges were firm in the decision, whereupon the German delegates stormed and finally ordered Rutt, who won the first heat, to not ride in the final, and also told Otto Meyer to not ride in the third semi-final. For the same reason Theile did not ride in his heat of the paced race. The final heat of the sprint race, therefore, in the absence of Rutt, was robbed of a great deal of interest, as it was only a match between France and Denmark, represented respectively by Friol and Ellegaard. After a restart due to Ellegaard's puncture, Friol made his customary surprising jump and gained quite a lead on the Dane—an advantage which could not be overcome before the tape, Friol winning by a half wheel. As a result of their withdrawal, the bureau of the U. C. I. fined Meyer and Rutt $100 each and suspended each for three months, and at the same time expressed regret that they could not punish the German delegates who instigated the rumpus.

Rain caused the final heat of the 100 kilometres professional championship to be laid over until Monday, 25th ult., and Parent, Walthour, L. Vanderstuyft, Butler and Linart lined up for the grind. Linart soon had enough, and Butler had so much trouble with his pace that he also quit. In the meantime Parent, Walthour and Vanderstuyft were having a magnificent battle. Vanderstuyft led for a time, and then the American went to the front. Numerous punctures brought about his defeat, and foreign advices declare Walthour the "moral" victor. Parent had no trouble and finished the 100 kilometres in 1:23:34. The judges got in a dispute about second place, but finally gave it to Walthour, although the consensus of opinion seems to have been that young Vanderstuyft had a shade the better of it. It was merely a question of a part of a lap, both the Belgian and the American finishing together 6 laps behind Parent.

The annual meeting of the Union Cycliste International proved more a chat than a business meeting. The reports of the secretary and treasurer showed the association in a healthy condition, and M. Beukalaer was presented with a gold medal to commemorate his tenth year as president. The subject of a world's championship meet for 1911 also was left undecided. It will be remembered that at the last meeting both Italy and America had bid for the meet, but effective lobbying on the part of the Italian delegate and the subsequent ballot gave the championships to Italy. America doubtless will be awarded the 1912 meeting at the next congress, to take place in Paris, February 11th.

COMING EVENTS

August 20-21, Brooklyn, N. Y.—Century Road Club of America's combined moonlight and double century run; open.

August 21, Baltimore, Md.—Crescent Bicycle Club's 12 miles handicap road race; open.

August 21, Brooklyn, N. Y.—Linden Motorcycle Club's 160 miles midsummer run; open.

August 28, Brooklyn, N. Y.—Century Road Club Association's annual fall century run; open.

September 3, Denver, Col.—Motorcycle races at new speedway; open.

September 5, Plainfield, N. J.—Plainfield Cycling Club's bicycle race meet; open.

September 11, Valley Stream, N. Y.—Century Road Club Association's annual 100 miles record run; open.

Mud Plays Havoc with F. A. M. Endurance Contest

Slippery Clay Road in Pennsylvania Mountains Causes Downfall of Nearly 90 Riders in 90 Minutes—Fierce Struggle with the Elements from Which but 25 Emerge and Thereafter Find Easy Going—Only Three Contestants Obtain Perfect Scores.

THE THREE PERFECT SCORES

R. W. DUSELL.....THOR. S. W. NICHOLSON.....THOR. A. H. CROCKER.....THOR.

Hope dashed to earth, not once but hundreds of times, in the course of an all too long and terrible 90 minutes, represents in sketchy fashion the chief climax of the F. A. M. ninth annual endurance contest, which started from Philadelphia on last Monday morning, and which made its attenuated return on Wednesday night, after a circuit of 506 miles. Of the 125 riders who at the start set out to "do or die," all save 24 figuratively "died." Only three of the 24 who survived retained perfect scores. Four other contestants, who were delayed but who finally completed the course on schedule, do not figure as "survivors" but were accorded honorable mention.



THE TRIUMPHANT THOR TEAM—SQUIER, NICHOLSON, DUSELL, CROCKER

The "deaths" were quick and numerous on the first day, coming with almost startling suddenness. After leaving Philadelphia the route had led through picturesque country abounding in hills and sharp turns, to Pottstown, Reading, Allentown and Hackettstown. The sun had been shining brightly when Philadelphia was left behind, but near Pottstown a lively shower came down alike on the just and the unjust, on the waterproofed and the unwaterproofed.

Few had fallen by the wayside when the control at Hackettstown was reached. Rain again was falling, but the men in pursuit of perfect scores gave no heed to the fall of water, even when it became torrential. Steep grades and rough going lay ahead. The rough going was encountered near the town of Hope, some seven miles beyond Hackettstown.

And here it was that they "died"—"died" by squads—by troops—by battalions! The mortality was stupendous, staggering!

To call it merely "rough going" is indeed a euphemism. The going was much more than "rough." Ordinarily this portion of the route might pass as a fair clay road, but under the influence of the rain which beat down upon it, it became a cross between a slideway, a morass and a duck pond. The slippery, sliding, sticky trail of clay and water went up, up, up, and then down, down, down, with many variations and repetitions. Of more than 100 men who reached the town of Hope, nearly 90 left hope behind on this stretch—but not the Hope they so greatly desired to leave.

They charged into the slimy clay, only to fall. Rising for renewed attack, they would fall again, time after time. They slipped and slid, and slid and slipped. They tumbled and wallowed in the mud. They could find no stable surface in the road. Most of the men were drenched to the skin, and the full story of their agony and struggles in the semi-darkness never will be told. Even powerful men like Mueller, of Cleveland, were unequal to the strain. They tried to make headway, but to no purpose, Big Mueller finally landing, machine and all, in the roadside ditch. There were many others who did the same thing.

The men who had heavy magneto-fired twins and smooth tires suffered worst of all. They could obtain no "footing" at all. If for a moment they obtained traction, the effort to get going exhausted them. The devices resorted to were numerous and in-

genious. Many started the engine and ran alongside; others tried to start but could not do so; still others jacked up their machines on the stands and tried kicking the stands from under. In most cases, the result was a failure and left the unfortunate sprawling in the mud.

This sort of thing was repeated many times. But nature could not stand much of it. Men threw themselves, panting, on the road or at the roadside and cried for water, so great had been their exertions. Others collapsed utterly, and one, whose parched tongue would not be denied, actually chewed the wet grass where he lay. There are not a few claims of failure due to wetted magnetos, and as few were protected it doubtless was a factor; but many of those who used magnetos frankly admit that it was not short-circuiting but physical exhaustion, utter and absolute, that caused them to "join the Hope club," to employ a now popular expression—"the hope to get home club," to quote the amplified term.

Getting home was not so easy as may appear. Hope is a mere dot on the map off the line of railway, and its few inhabitants and the neighboring farmers who possessed horses and wagons were not anxious to turn out in the dark in a pouring rain on a muddy, treacherous mountain road, and those who sought them for a helping hand—or horse—and whose pleadings were not in vain, paid a high price for it. Others remained over night in farm houses, and still others wearily traced their weary way to a hotel three miles distant and spent the night there.

If it appears that overmuch has been said of the toil and troubles near the door of Hope, so to speak, let it be said that practically the entire story of the contest centers there. Thereafter all was tame and commonplace.

The run up to Hope relatively was uneventful. The start from Philadelphia was auspicious. The skies were bright and a goodly crowd was present when the first pair—the men were despatched in twos at one minute intervals—was given the word at 7 o'clock a. m. The official car, in charge of G. H. Hamilton, chairman of the contest committee, and containing R. S. Morton, referee, and F. I. Willis, president of the F. A. M., got away shortly before this.

There were other cars—the G & J tire car, in charge of T. V. Graves; the M. & W. car, commanded by John B. Tower; the Goodrich car, with H. C. Krimmel, and the Locomobile press car. The tire cars proved their worth on many occasions, and not only did they assist riders who had tire trouble, irrespective of the make of their tires, but they also lent a helping hand in overcoming mechanical troubles. Whether by accident or agreement, the tire cars operated on a plan which brought out their worth to the full, for while one stayed near the front, another kept about midway of the army of riders, and the third brought up the rear. In this way a rider in trouble did not have to wait for aid. From a tire point of view, the run was a notable demonstration of and achievement for Morgan & Wright's new Nobby Treads, with which the three perfect Thors were equipped, as also were the Excelsior survivors. It was in the soupy clay beyond Hackettstown that the Nobby Treads found a footing where the smooth treads refused to hold, and the way the fortunate riders whose machines were equipped with them ploughed through the mud made them the envy of their fellows who had smooth treads.

While several of the veterans of past years were conspicuous by their absence, some of them again heeded the call of the road and came to the scratch. Among those pioneers of previous contests who were on hand were "Warhorse" Swenson of Providence, who finished for the fifth consecutive time, although he had a narrow shave from elimination within a few blocks of the final control; J. F. McLaughlin of New York, who began enduring in 1904; Walter Davidson, the diamond medal winner of 1908; L. J. Mueller, of Cleveland, who made his debut in 1905; S. J. Chubbuck of Toledo, and Stanley Kellogg of Bridgeport. Then of course there were others who have matched their skill against the roads and schedule in at least one national contest, including Ollerman and Harley of Milwaukee, Wis.; Mann of Boston, Ruck of New York, Wipperman of Buffalo, Sturges of Bridgeport, Levis of Rochester, N. Y., Whitney of Chicago and Wilkinson of Providence.

Six miles from the start the route turned to the left, the turn being a very sharp and nasty one at the top of a grade and not apparent until close upon it. It could be taken only very slowly without danger of an upset. The rolling Bethlehem Pike was in excellent shape, but there are some steep



A FORETASTE OF WHAT WAS TO COME—NEARING THE MUDPUDDLES OF HOPE

hills and sharp turns calling for caution, for the overhanging trees made it impossible to see far ahead. There also were quite a few thank-you-ma'ams which were not to be taken at speed if one would stay in the saddle. In several places a sharp drop would immediately be followed by a similarly stiff rise, so that a real scenic railway effect was produced. The first unfortunate to be overtaken was Kindig, Racycle, who was stranded on an upgrade patch of fresh trap rock with a broken frame stay. He never reached Reading, the first control.

Norristown was the first checking station, and quite a crowd was on hand



THE OFFICIALS AT THE STARTING POINT IN PHILADELPHIA

around the blue flag. So far the run was easy, and practically all survivors were on time. Shortly after leaving Perkiomen Bridge, however, rain began to fall, at first a light drizzle, then a heavy downpour. Near to Pottstown, the first accident occurred, and it came very near to being a fatality. The G & J tire car had stopped to help a rider, when Fred Voelker, N.S.U., came tearing along at a fast clip. J. B. Webb, of the G & J car, jumped into the road and waved his hands at Voelker in a bit of horseplay, and Voelker steered straight at him. Webb waited too long before stepping aside, and when he did so both he and Voelker turned in the same direction. Voelker struck Webb heavily in the chest and both men went down, Webb being knocked unconscious for 15 minutes. Later he revived and continued on the run, having escaped serious injury. Voelker was not so fortunate, however, for he fell on his face and received a big bruise on the forehead and a scalp wound. His machine also was slightly damaged, but after his head was bathed he pulled himself together and continued. Outside of Pottstown the rain laid the dust thoroughly—in fact, the road had become quite muddy; but as it was good macadam, riding was not a difficult task. In Pottstown J. F. McLaughlin, Merkel, had a collision with a wagon, due to the peculiar and dangerous habit of Pennsylvania drivers of turning to the left and letting a passing vehicle go by on the right. This caused considerable confusion and several narrow escapes until the riders grew wise and changed their road rules to conform to local practice. McLaughlin's front wheel and fork were smashed, but a quick change was made, Pottstown being the home of the Merkel, and he was soon going again.

Leaving Pottstown, the rain came down in torrents, and the riders were drenched, except those who were fortunate enough to have rubber ponchos. Unprotected magnetos—and few were protected—soon were affected by the downpour, and skipping and stalled engines became chronic. Near Reading Ovington, R.S., was hung up against a fence with valve trouble, and Krieger, R.S., was helping him. Ovington objected to being photographed, but his protest was futile. C. C. Palmer, Indian, who rode a big "7," had been burning up the road and was the first to reach Reading, at 9.50 a. m. The rain had stopped in Reading, but the streets were very wet and the riders had to force their way to the control through a dense crowd of umbrellas which sheltered the spectators Viewed from above it looked like a field of toadstools. All but Kindig and Levis, Indian, passed through Reading. The latter's wheel collapsed before that city was reached, and he rode in the Goodrich tire car for awhile. W. F. Remppis, of the Reading Standard Co., was on hand to greet his riders and provide whatever they needed — raincoats, among other things. Indicative of the wide-awake policy of the Hendee Mfg. Co., its press agent was along to see that the Indian was not neglected in the local papers. As a result, Indian interests were well looked after along the route, and the local newspapermen received all information about the Indian bunch they desired, and more, too.

After leaving Reading the rain stopped and for a time it appeared as if the skies might clear, but such luck was not to be. The road led straight through Kutztown and Newton, but even had it been crooked none could have well gone astray, for the route was well marked by G & J arrows. Up to this point very few of the riders had serious trouble, and were going fast, in order to have a safety margin on the 19 miles an hour schedule in case trouble came. Allentown was the noon control and required a 30 minutes halt. The machines were parked in the public square, while the riders either made adjustments or scurried for a hasty bite.

Rain fell lightly at Allentown but stopped before all had got away. An oiled road which was much overoiled and very soupy was encountered on the outskirts. It lasted for a couple of miles and proved a most disagreeable stretch to negotiate, as the slimy and sticky stuff was churned up by the wheels and sprayed thoroughly over man and machine. After leaving Allentown the roads continued good, with the exception of a few rough stretches, and the hills were not of a terrifying sort.

Nothing eventful occurred until nearing Easton, when heavy black clouds loomed up and presaged interesting doings in the near future. At this time all but a few of the riders were anywhere from 10 minutes to an hour ahead of schedule and burning it up to get as far ahead as possible before the rain broke. All knew that the worst was yet to come, and the wise ones who had spent the greater part of the previous week in going over the course were well aware what would happen if the rain caught them beyond Hackettstown. When the press car reached Easton the heavens opened and for a time the water fell in such torrents that it seemed as if the bottom had fallen out of old J. Pluvius's rain barrel, as Advertising Manager Hart of the Excelsior Supply Co. expressed it.

At this time most of the riders were beyond Hackettstown, where they had been compelled to lay over for some time, being ahead of schedule. The rain caught them between Hackettstown and Vienna, but the ground was hard and they were able to keep moving. When the press car reached Hackettstown at 5.15 all but 15 of the 125 starters had passed through, there and were on the final lap for the day. And that final lap! The macadam stretch between Hackettstown and Vienna was under water in many places, and as the press car rushed through them the pools

were blown on both sides of the road in sheets. Beyond Vienna the first evidence of what was to come was encountered—Throop, Haverford, who was trundling his machine in the driving rain and headed back toward Hackettstown. Near Hope, Hill, Indian, was stranded, and shortly after Fred Voelker, N.S.U., was seen walking up a hill on the side of the road wearing a dejected look. He had bent his frame and had to chuck it. Peacock, Yale, and Paul, Merkel, soon loomed up doing the pedestrian act in the mud. They looked tired. These few victims were but the advance guard of the great slaughter which was witnessed soon after. Several times during that never-to-be-forgotten run to Stroudsburg it did seem as if such was the case. Skidding and sliding all over the high crowned and greasy clay road, the driver of the press car had his hands full in keeping the car from being ditched many times. After a laborious climb over a short but stiff little pimple, a party of some 14 were encountered under the trees in front of a farmhouse. Among them were Ovington, Sullivan, Shomo, Peacock and others who had hoisted the white flag and were deliberating as to what was the best thing to do. They were advised to go back to

Summary of the F. A. M. National

Score in Points	Name	Mount	Cyl.	H.P.	Tires	Brake
1000	R. W. DuSell, Aurora, Ill.	Thor	1	4	M. & W.	Thor
1000	A. H. Crocker, Chicago, Ill.	Thor	1	4	M. & W.	Thor
1000	S. W. Nicholson, Chicago, Ill.	Thor	1	4	M. & W.	Thor
988	S. Sturges, Bridgeport, Conn.	Excelsior	1	4	M. & W.	Musselman
987	G. G. Crandall, Akron, O.	Indian	2	5	G & J	Corbin Band
987	H. Sturges, Bridgeport, Conn.	Excelsior	1	4	M. & W.	Musselman
986	W. S. Harley, Milwaukee, Wis.	H.-D.	1	4	G & J	Thor
985	S. Kellogg, New York.	Excelsior	1	4	M. & W.	Musselman
978	G. H. Squier, Chicago, Ill.	Thor	1	4	G & J	Thor
975	G. Green, Chicago, Ill.	M. M.	1	4	Goodrich	New Departure
*964	R. J. Bishop, Rochester, N. Y.	Indian	1	4	G & J	Corbin Band
932	W. White, Reading, Pa.	R.-S.	2	6	Goodrich	Corbin Band
916	W. Davidson, Milwaukee, Wis.	H.-D.	1	4	G & J	Thor
904	R. E. Waymire, Englewood, O.	New Era	1	4	G & J	New Era Band
898	A. R. Oberwegner, Toledo, O.	Yale	1	4	G & J	Eclipse
*874	R. Bowser, Pullman, Ill.	M. M.	1	4	G & J	New Departure
858	M. W. Kibbe, Springfield, Mass.	Indian	2	7	G & J	Corbin Band
854	B. A. Swenson, Providence, R. I.	Indian	1	4	G & J	Corbin Band
852	G. Lyon, Chicago, Ill.	M. M.	1	4	M. & W.	New Departure
846	F. Ollerman, Milwaukee, Wis.	H.-D.	1	4	G & J	Thor
*786	H. H. Sill, Cleveland, O.	Excelsior	1	4	G & J	Eclipse
712	C. C. Palmer, Chalmers, Ind.	Indian	2	7	G & J	Corbin Band
712	A. Klein, Philadelphia, Pa.	H.-D.	1	4	G & J	Thor
686	C. S. Eckel, Washington, N. J.	Indian	2	5	G & J	Corbin Band
	J. M. DeLezene, Lincoln, Neb.	Reliance	2	6	Kokomo	Corbin Band
	Irvin Jacobs, Dayton, O.	New Era	1	4	G & J	New Era Band
	W. G. Collins, San Francisco, Cal.	Indian	1	4	G & J	Corbin Band

ROSTER OF THOSE WHO FELL ON THE "BATTLEFIELD" OF HOPE, PA.,

E. Buffum, Pottstown, Pa.	Merkel	2	7	M. & W.	Merkel Band	V. Belt	Magneto
J. Mayo, Reading, Pa.	Merkel	2	6	M. & W.	Merkel Band	V. Belt	Magneto
J. F. McLaughlin, New York.	Merkel	2	7	M. & W.	Merkel Band	V. Belt	Magneto
A. G. Chapple, New York.	Merkel	2	7	M. & W.	Merkel Band	V. Belt	Magneto
C. Bush, Newark, N. J.	Merkel	2	6	M. & W.	Merkel Band	V. Belt	Magneto
J. J. Cox, New York.	Merkel	2	6	M. & W.	Merkel Band	V. Belt	Magneto
*J. J. Keating, Philadelphia, Pa.	H.-D.	1	4	G & J	Thor	Flat Belt	Magneto
*C. H. Thompson, Jr., Philadelphia, Pa.	Merkel	2	7	Goodrich	Merkel Band	V. Belt	Magneto
J. Coombs, Worcester, Mass.	Merkel	2	7	M. & W.	Merkel Band	V. Belt	Magneto
*L. Campbell, Philadelphia, Pa.	H.-D.	1	4	G & J	Thor	Flat Belt	Magneto
a *A. Lehmann, Philadelphia, Pa.	H.-D.	1	4	G & J	Thor	Flat Belt	Magneto
*G. Wagner, Rochester, N. Y.	H.-D.	1	4	G & J	Thor	Flat Belt	Magneto
*W. Dolph, Rochester, N. Y.	H.-D.	1	4	G & J	Corbin Band	Flat Belt	Magneto
*J. S. Deysher, Reading, Pa.	Merkel	2	6	M. & W.	Merkel Band	V. Belt	Magneto
*R. Baenerle, Philadelphia, Pa.	Thor	2	6	G & J	Thor	Chain	Battery
*J. C. Herr, Philadelphia, Pa.	Merkel	2	6	G & J	Merkel Band	V. Belt	Magneto
*A. Bauer, Philadelphia, Pa.	Merkel	2	7	G & J	Merkel Band	V. Belt	Magneto
A. G. Schmidt, Sharpsburg, Pa.	Indian	2	7	G & J	Corbin Band	Chain	Magneto
P. B. Whitney, Chicago, Ill.	Indian	2	5	G & J	Corbin Band	Chain	Magneto
L. J. Mueller, Cleveland, O.	Indian	2	7	G & J	Corbin Band	Chain	Magneto
*F. E. Wilkinson, Providence, R. I.	Indian	2	5	G & J	Corbin Band	Chain	Magneto
*L. Gideon, Cleveland, O.	Indian	2	5	G & J	Corbin Band	Chain	Magneto
W. Ingram, Rutland, Ill.	Yale	1	4	G & J	Eclipse	Flat Belt	Battery
A. H. Peters, Buffalo, N. Y.	Yale	2	7	G & J	Eclipse	Flat Belt	Magneto
H. Nichols, West New Brighton, N. Y.	Yale	2	7	G & J	Corbin Band	Flat Belt	Magneto
G. Riechey, Newark, N. J.	Yale	2	7	G & J	Corbin Band	Flat Belt	Magneto
S. J. Chubbuck, Toledo, O.	Yale	1	4	M. & W.	Eclipse	Flat Belt	Battery
*G. R. Brey, Rochester, N. Y.	Merkel	2	6	G & J	Merkel Band	V. Belt	Magneto
L. H. Guterman, New York.	Indian	2	5	Goodrich	Corbin Band	Chain	Magneto
*R. T. Wennstroem, New York.	Indian	2	5	G & J	Corbin Band	Chain	Magneto
a *A. E. Manchester, Providence, R. I.	Merkel	1	4	Goodrich	Merkel Band	V. Belt	Magneto
J. C. Turpin, Dayton, O.	New Era	1	4	G & J	New Era Band	Chain	Dual
L. Warner, Philadelphia, Pa.	Haverford	1	4	G & J	New Departure	V. Belt	Magneto
W. F. Throop, Philadelphia, Pa.	Haverford	1	4	G & J	New Departure	V. Belt	Magneto
*H. P. Shay, Philadelphia, Pa.	Haverford	1	4	G & J	New Departure	V. Belt	Magneto
*Wm. H. Gosch, Philadelphia, Pa.	Thor	1	4	G & J	Thor	Chain	Battery
A. McCollum, Chicago, Ill.	Thor	1	4	G & J	Thor	Chain	Battery
C. V. Stahl, Philadelphia, Pa.	C. V. S.	1	4	G & J	Corbin Band	V. Belt	Battery
C. S. Spencer, Springfield, Mass.	Indian	2	5	G & J	Corbin Band	Chain	Magneto
*I. Dick, Philadelphia, Pa.	Merkel	2	7	Goodrich	Merkel Band	V. Belt	Magneto
*G. H. Hoey, Jr., New Haven, Conn.	Yale	1	3½	Kokomo	Eclipse	Flat Belt	Battery
*E. V. Perry, Plymouth, Mass.	H.-D.	1	4	G & J	Eclipse	Flat Belt	Battery
H. Alderman, Buffalo, N. Y.	Pierce	4	7	Empire	Corbin Intern.	Shaft	Magneto
E. R. Durkie, Buffalo, N. Y.	Pierce	4	7	Empire	Corbin Intern.	Shaft	Magneto
C. Sliker, Buffalo, N. Y.	Pierce	1	4	Empire	Corbin Intern.	Flat Belt	Magneto
J. Buckingham, New York.	H.-D.	1	4	G & J	Thor	Flat Belt	Battery
H. L. Clark, Worcester, Mass.	Indian	2	5	G & J	Corbin Band	Chain	Magneto
*B. S. Keyes, Chicago, Ill.	Sears	1	4	G & J	Eclipse	Flat Belt	Battery
C. G. Price, New York.	Merkel	2	6	G & J	Merkel Band	V. Belt	Magneto
a C. C. McIntyre, Cleveland, O.	Excelsior	1	4	M. & W.	Eclipse	Flat Belt	Battery

Endurance Contest, August 8, 9 and 10, 1910

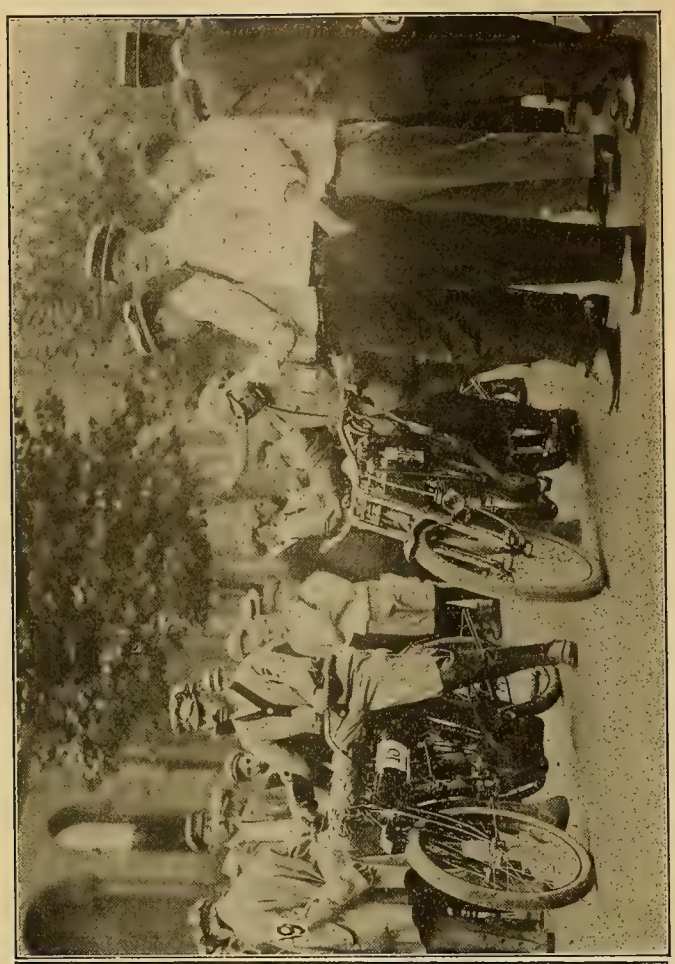
Transmission	Ignition	Reading, 60 Miles	Allentown, 95.6 Miles	Hackettstown, 142.2 Miles	Stroudsburg, 170.6 Miles	Port Jervis, 211.6 Miles	Newburg, 254.6 Miles	Newark, 322.7 Miles	Asbury Park 375.7 Miles	Barnegat, 420.7 Miles	Absecon, 452.9 Miles	Camden, 502.7 Miles	Philadelphia, 505.7 Miles	Total Penalizations
Chain	Battery	0	0	0	0	0	0	0	0	0	0	0	0	0
Chain	Battery	0	0	0	0	0	0	0	0	0	0	0	0	0
Chain	Battery	0	0	0	0	0	0	0	0	0	0	0	0	0
Flat Belt	Magneto	0	0	0	12	0	0	0	0	0	0	0	0	12
Chain	Magneto	0	0	0	13	0	0	0	0	0	0	0	0	13
Flat Belt	Magneto	0	0	0	13	0	0	0	0	0	0	0	0	13
Flat Belt	Battery	0	0	0	14	0	0	0	0	0	0	0	0	14
Flat Belt	Magneto	0	0	0	15	0	0	0	0	0	0	0	0	15
Chain	Battery	0	0	0	22	0	0	0	0	0	0	0	0	22
V. Belt	Magneto	0	0	0	18	0	7	0	0	0	0	0	0	25
Chain	Magneto	0	0	0	36	0	0	0	0	0	0	0	0	36
Chain	Magneto	0	0	0	68	0	0	0	0	0	0	0	0	68
Flat Belt	Magneto	0	0	0	84	0	0	0	0	0	0	0	0	84
Chain	Dual	0	0	0	70	0	0	26	0	0	0	0	0	96
Flat Belt	Battery	0	0	0	102	0	0	0	0	0	0	0	0	102
V. Belt	Magneto	0	0	0	126	0	0	0	0	0	0	0	0	126
Chain	Magneto	0	0	0	142	0	0	0	0	0	0	0	0	142
Chain	Magneto	0	0	0	146	0	0	0	0	0	0	0	0	146
V. Belt	Magneto	0	0	0	148	0	0	0	0	0	0	0	0	148
Flat Belt	Battery	0	0	0	154	0	0	0	0	0	0	0	0	154
Flat Belt	Battery	0	0	0	214	0	0	0	0	0	0	0	0	214
Chain	Magneto	0	0	0	288	0	0	0	0	0	0	0	0	288
Flat Belt	Magneto	0	0	0	288	0	0	0	0	0	0	0	0	288
Chain	Magneto	0	0	0	314	0	0	0	0	0	0	0	0	314
V. Belt	Magneto	0	0	0	326	0	0	18	192	Out				
Chain	Dual	0	0	0	48	0	0	Out						
Flat Belt	Magneto	0	0	0	90	Out								

Hope to the hotel, and later they did so, for the further on they went the more impossible it became to keep a motorcycle right side up. Dengler, Yale, announced his determination to get to Stroudsburg or bust, but although the spirit was willing the flesh was weak, and he had to give up. Price, Merkel, stopped, panting for breath, at the top of a short hill, and announced that if his parents could have seen him then he never again would sit on a motorcycle. He went back to Hope with the others. The roads were a network of tracks where the riders had skidded all over them and brought up in the ditch. The tracks intertwined, forming a network which resembled the trail of an army of drunken snakes. Even the husky Ovington, as he threw himself on the ground, panting for breath, remarked: "My God, isn't this awful!" He even suggested to his companions in misery that all hands overpower the press crowd, take their car and go back to the nearest town in it. Clark, Indian, Shay, Haverford, and Stahl, C. V. S., were the next unfortunates who were passed, a short distance further on. Then came big Mann of Boston, another of the Merkel crew who had cried "enough." His team mate, Bremer, was down close by.

AND IN THE SKIRMISH LEADING THERETO, AUGUST 8, 1910.

F. B. Airhart, Phenixville, Pa.	Indian	2	5	G & J	Corbin Intern.	Chain	Magneto
J. B. Simmons, Wilmington, Del.	Indian	2	7	Empire	Corbin Band	Chain	Magneto
G. Ruck, New York	R.-S.	2	6	G & J	Corbin Band	Chain	Magneto
S. Henninger, Danvers, N. Y.	R.-S.	2	6	G & J	Corbin Band	Chain	Magneto
W. Staudt, Chicago, Ill.	R.-S.	2	6	G & J	Corbin Band	Chain	Magneto
H. Hauser, Wilkesbarre, Pa.	R.-S.	2	6	G & J	Corbin Band	Chain	Magneto
L. Steinhauser, Philadelphia, Pa.	Bradley	1	3½	G & J	Eclipse	Flat Belt	Magneto
C. E. Bradley, Philadelphia, Pa.	Bradley	1	3½	G & J	Eclipse	Flat Belt	Magneto
E. L. Ovington, Reading, Pa.	R.-S.	2	6	Goodrich	Corbin Band	Chain	Magneto
A. E. Bruderick, Reading, Pa.	R.-S.	2	6	Goodrich	Corbin Band	Chain	Magneto
M. Krieger, Reading, Pa.	R.-S.	2	6	Goodrich	Corbin Band	Chain	Magneto
*R. W. Peacock, Reading, Pa.	Yale	2	6½	Goodrich	Corbin Band	V. Belt	Magneto
*H. M. Jones, Providence, R. I.	Merkel	1	4	Kokomo	Merkel Band	V. Belt	Magneto
G. L. Dengler, Reading, Pa.	Yale	1	3½	G & J	Corbin Band	V. Belt	Magneto
*H. H. Kirkpatrick, Philadelphia, Pa.	Indian	2	7	G & J	Corbin Band	Chain	Magneto
*H. E. Hill, Newark, N. J.	Indian	2	5	Empire	Corbin Band	Chain	Magneto
a H. J. Schueneman, Philadelphia, Pa.	Minneapolis	1	4	Hartford	Thor	Chain	Battery
J. F. Hummel, Philadelphia, Pa.	Minneapolis	1	4	Hartford	Thor	Chain	Battery
M. E. Mangold, Washington, D. C.	Indian	2	5	G & J	Corbin Band	Chain	Magneto
G. F. Frost, Newark, N. J.	Minneapolis	1	4	M. & W.	Thor	Chain	Battery
*L. W. Banker, Detroit, Mich.	Merkel	2	7	M. & W.	Merkel Band	V. Belt	Magneto
P. J. Kuhn, Louisville, Ky.	R.-S.	2	6	Goodrich	Corbin Band	Chain	Magneto
*J. H. Davidson, Pt. Richmond, N. Y.	R.-S.	2	7	Goodrich	Eclipse	Chain	Magneto
H. B. Lyon, New York	N. S. U.	2	6	M. & W.	N. S. U. Band	V. Belt	Magneto
F. Voelker, New York	N. S. U.	2	6	M. & W.	N. S. U. Band	V. Belt	Magneto
*G. E. Paul, New York	Merkel	2	6	G & J	Merkel Band	V. Belt	Magneto
*M. P. Sullivan, New York	Excelsior	1	4	G & J	Thor	Flat Belt	Magneto
W. F. Mann, Boston, Mass.	Merkel	2	6	M. & W.	Merkel Band	V. Belt	Magneto
C. H. Drude, Detroit, Mich.	Merkel	2	7	M. & W.	Merkel Band	V. Belt	Magneto
L. Knauth, Philadelphia, Pa.	Indian	1	4	G & J	Corbin Band	Chain	Battery
L. J. Spingler, Philadelphia, Pa.	Marvel	1	4½	G & J	Eclipse	V. Belt	Magneto
F. D. Shomo, Chicago, Ill.	Indian	2	5	G & J	Corbin Band	Chain	Magneto
*N. J. Hodgin, Indianapolis, Ind.	Indian	2	7	G & J	Corbin Band	Chain	Magneto
F. E. Bremer, Milwaukee, Wis.	Merkel	2	7	M. & W.	Merkel Band	V. Belt	Magneto
*N. Shepard, Kokomo, Ind.	Indian	2	5	Kokomo	Corbin Band	Chain	Magneto
*L. Schwartz, New York	N. S. U.	1	3½	M. & W.	N. S. U. Band	V. Belt	Magneto
W. G. Lauterbach, Mendola, Ill.	Yale	1	3½	Kokomo	Eclipse	Flat Belt	Battery
*L. W. Wipperman, Buffalo, N. Y.	Yale	2	6½	Kokomo	Eclipse	V. Belt	Magneto
M. E. Gale, Angola, N. Y.	Emblem	1	5	G & J	Eclipse	Flat Belt	Magneto
G. A. Heil, Angola, N. Y.	Emblem	1	5	G & J	Eclipse	Flat Belt	Magneto
*H. R. Lock, Rochester, N. Y.	Emblem	1	5	G & J	Eclipse	Flat Belt	Magneto
J. C. Glas, Angola, N. Y.	Emblem	1	5	G & J	Eclipse	Flat Belt	Magneto
*A. Gordon, Philadelphia, Pa.	Indian	2	5	G & J	Corbin Band	Chain	Magneto
*E. Schwartz, Elwood City, Pa.	Marvel	1	4½	G & J	Eclipse	V. Belt	Magneto
*H. Gill, Philadelphia, Pa.	C. V. S.	1	4	G & J	Eclipse	V. Belt	Battery
*C. Eitle, Philadelphia, Pa.	Excelsior	1	3½	G & J	Thor	Flat Belt	Battery
R. Kindig, Philadelphia, Pa.	Racycle	1	4	G & J	Musselman	V. Belt	Battery
*H. J. Levis, Rochester, N. Y.	Indian	1	4	G & J	Corbin Band	Chain	Magneto

* Private Owners. a Honorable Mention.





C. C. PALMER (INDIAN) AND L. CAMPBELL (HARLEY-DAVIDSON)
C. S. SPENCER (INDIAN) AND ISRAEL DICK (MERKEL)





A. R. OBERWEGNER (YALE) AND GEORGE RIECHEY (YALE)
CARL BUSH AND J. I. COX, OF THE MERKEL SQUAD

Near Columbus two loads of motorcycles being taken to town in farm wagons were passed, and soon after three empty relief wagons were met going out to the scene of carnage. Chapple, Merkel, had his usual hard luck. He blew out a shoe and, having no spare one, he cut it off and rode 12 miles on the rim until it collapsed. Then he hired a team for $4 to carry him the 2 miles to Columbus. Guterman, Wennstroem and Spencer, Indians, joined the Hope club and participated in the high jinks there that night. Mueller and Whitney, Indians, also succumbed here from physical exhaustion. Another whose exhausted body refused to obey the command of the mind was Buffum, Merkel, and he quit. His partner, Mayo, had belt trouble shortly before that and was bemoaning his ill-luck in loaning his belt punch to Buffum, remarking that if he only had it he could get through. However, later when Buffum came along and returned it Mayo decided that he didn't want to go any further and joined Buffum.

Rain played havoc with the Merkel ignition, and this was the chief reason for the failure of any of the 21 Merkels entered to reach Stroudsburg, the magnetos being completely drowned out. Near Columbus, Wipperman, Yale, went into a brook and drowned his magneto, and although it was raining hard at the time he insisted on taking it apart to dry it out. Of course, that cooked his goose, and it is doubtful if the instrument is thoroughly dry yet, such a soaking did it receive. Bush, Merkel, got as far as Portland just beyond Columbus, where he spent the night. Near Stroudsburg, Swenson, Indian, who had been plowing through the mud like a fiend, was his usual utter disregard for danger, came to grief. He slammed into a stone wall and bent his forks badly. After dragging the machine several rods to a farmhouse, he fell exhausted, but after a rest and some water (he drinks nothing stronger) he set to work to put the forks back so that the wheel would clear, for Swenson had his heart set on being in at the finish for the fifth successive time, and was prepared to undergo anything to achieve his desire. After several unsuccessful attempts, he took an ox pole and pulled the forks out so that the wheel would rub only slightly, also letting some air out of the tire to facilitate the turning. In the fall he sprained his wrist, and although it pained him severely he remounted and splashed and floundered through the dark to Stroudsburg, where he arrived over an hour late.

The long hill outside Stroudsburg proved the undoing of McCollum, Thor, who was unable to get past it, and he spent the night near the Delaware Water Gap. The trio of Thor perfect scorers—DuSell, Crocker and Nicholson—and Squier, who was near-perfect, did marvellous work. They rode both well and wisely. Their Nobby Tread tires were an important factor in their success, and another is that instead of floundering about the road they picked out a wagon rut and rode in it. Of course, it was full of water, which was thrown over them in sheets, but they did not mind that much, for in the bottom of the rut there was solid going and their tires found a firm footing. Squier might have been perfect also, but in avoiding a rider near Hackettstown he fell and bent both cranks and broke a pedal. The Excelsior crew, Kellogg and the Sturges twins, also picked their road and thereby avoided many a fall which they otherwise would have received. They made Stroudsburg in remarkably good time and received only slight penalties.

One of the amusing incidents of this slimy stretch was the manner in which Wendell White, R.S., negotiated the mud. White opined that there would be plenty doing when the mud was reached, so he took on a generous supply of liquid refreshment at Hackettstown and then simply turned loose. Although he performed some alarming acrobatic feats and brought the hearts of several men into their mouths by his close shaves, he floundered through the entire stretch without sustaining a single fall and was the only R.S. man of 10 who started to reach Stroudsburg. Many who had hoped to see the famous Delaware Water Gap were disappointed, for they either passed it in the pitch darkness or else they didn't pass it at all. This also was a dangerous stretch, for the road goes up, up, up, with nothing but a low wall, and in some places not even that, to save one from sliding over the edge and down into the water below. The long hill coming into Stroudsburg proved another terror, and those who got over it in daylight had good cause to be thankful. It was bad enough then, but much worse in the dark, when one couldn't see three feet ahead. Those who quit further back were wise, for none could possibly have made their way through the mud in the darkness. About the last to reach Stroudsburg on



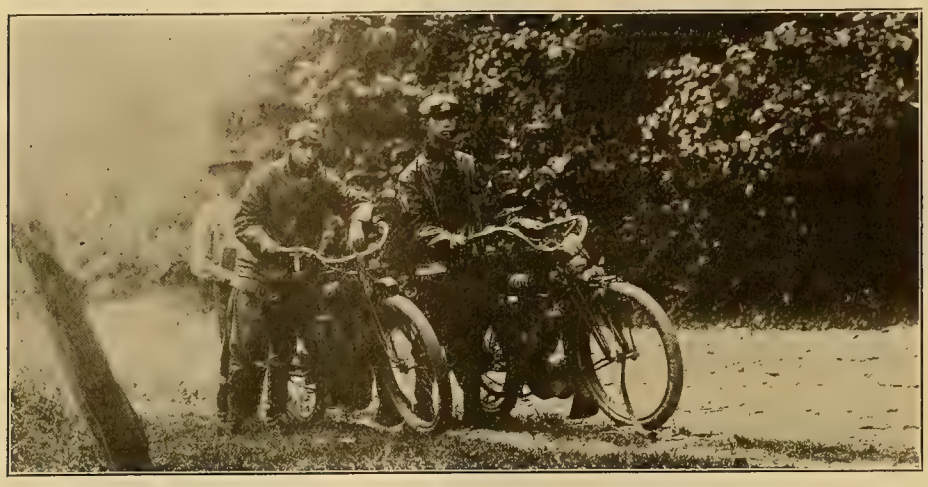
THE HALT AT THE NOON CONTROL AT ALLENTOWN, PA.

Monday night was the press car, which got in at 9:15 and found that 27 had arrived. Despite their strenuous day, most of the boys were lounging about the hotel recounting their experiences. It was a damp and rainy evening and nearly everybody stayed indoors. Before the run started and when no one had any idea of what the first day would bring, it generally was agreed that those who survived the first day would live to see the finish. How well the prediction was fulfilled is attested by the fact that 24 of the 27 who reached Stroudsburg, two days later again gazed upon the statue of William Penn which tops the city hall of the Quaker City. Here they are: C. S. Eckel, C. C. Palmer, B. A. Swenson, W. M. Kibbe, R. J. Bishop, G. G. Crandall, Indian; A. H. Crocker, R. W. DuSell, S. W. Nicholson, G. H. Squier, Thor; W. S. Harley, Walter Davidson, Frank Ollerman, Alex Klein, Harley-Davidson; S. T. Kellogg, Shelton Sturges, Henry Sturges, H. H. Sill, Excelsior; A. R. Oberwegner, Yale; R. E. Waymire, New Era; G. V. Lyon, R. Bowser, G. M. Greene, M.M.; W. White, R.S. Terrible as it was, even the memorable Rochester run of 1906 did not compare with the grease and soup which old Jupiter Pluvius spilled between Hackettstown and Stroudsburg, in the opinion of Swenson and Kellogg, who went through both.

Tuesday morning broke bright and clear and the men were astir early, although they were not due to start until 8 o'clock, one hour later than on Monday. It was a unique and suggestive sight which greeted the eye in the garage of the Indian Queen Hotel, Stroudsburg, the official headquarters—machines splashed with mud, nickel parts rusted, wheels buckled, also forks; spokes torn out, protection sleeves around the tires and numerous other evidences of the ordeal which they had undergone the day before. While the frightful conditions which they encountered fully excused all criticism for the appearance of their machines, at least one of the men, Richey, Yale, who came in by team early that morning, displayed an exceptional sense of neatness and hired a couple of youngsters to turn to with cloths and water and wash the mud off his machine. When they had finished, this particular Yale was conspicuous for its cleanliness. Swenson's rear wheel had a wobble that would give one mental intoxication to watch its gyrations for long, but he rode it just the same. Nor was this the only case where the front and rear wheels did not track.

Four of the men who had been stranded in the mud the night before, Albert Lehmann, H.D.; George McIntyre, Excelsior; H. J. Schueneman, Minneapolis, and A. E. Manchester, Merkel, checked in at Stroudsburg Tuesday morning and announced their intention of completing the course, although of course they no longer were contestants.

Leaving Stroudsburg, a few patches of



TWO WEARY ONES ON A SLIPPERY SLOPE NEAR HOPE

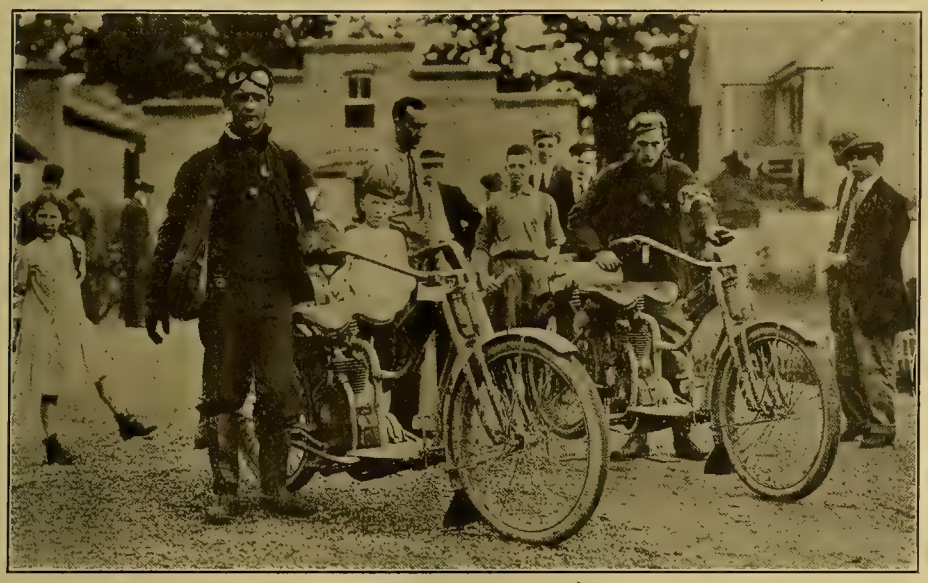


SCENES ON THE FATEFUL MUD-BATTLEFIELD NEAR HOPE WHERE NEARLY NINETY GOOD MEN "DIED"



CATCHING THEIR BREATH FOR ANOTHER ONSLAUGHT IN THE MUD

black mud were encountered at intervals, but once out of the city the roads were excellent and fast time was made. Those who had come through the previous day could not but have felt that the pleasure of riding over such ideal boulevards was worth all the suffering it cost to get there. Up hill and down dale, and through sylvan glades the road wound, among the hills and through the valley, the views being magnificent. Near Dingman's Ferry, Henninger, R.S., who had come in that morning from Stroudsburg and was intending to cover the course, hit a farmer's light spring wagon while traveling fast. He made an impromptu flight through space, and when he took account of damage found that he had two teeth knocked out, minor bruises, and a buckled front wheel and forks. On top of this the farmer taxed him $1 for damage to the wagon. Henninger managed to straighten things out and get going again, but lost so much time that he finally chucked it. Through Milford and on to Port Jervis the view was magnificent, the Allegheny Mountains extending as far as the eye could see, while in the valley below green fields and vistas contributed to the grandeur of the scene. Coming into Port Jervis, the first control, the going was bad, the streets being very muddy, and also torn up, trolley work being in progress. Quite a crowd was on hand to greet the contestants as they arrived. A bit of a commotion ensued when DeLezene, Reliance, rolled in and discovered that he had lost $40, all he had save a few cents, between Stroudsburg and Port Jervis. It had been placed in a notebook, which somehow escaped from his pocket. DeLezene was in a quandary, for he needed oil and gasolene and was without funds, but as soon as F. B. Hart of the Excelsior Supply Co. learned the situation he speedily saw that the Nebraskan's needs were supplied and staked him to a temporary loan.



GEO. RIECHEY AND HIS "HIRED HELP" AT STROUDSBURGDSBURG

Leaving Port Jervis the riders crossed the line into New York State, and again found excellent roads. Just outside Port Jervis the road wound up, up, up, for over a mile, skirting the face of the mountain. It is a state road, with numerous sharp turns, and would have made an ideal spot for a hillclimb, although the average machine could conquer it without much difficulty. The twins romped up in easy fashion, but the corners had to be taken cautiously. When the summit was reached the view across the valley below and the Alleghenies in the distance was well worth the effort of getting up. Once on the top the road dropped down the other side, the descent being marked by steep pitches and sharp turns, which called for frequent braking to keep from dropping off into space. It was a good test of brakes. Save for the constantly changing panorama and the ideal roads, there was nothing to vary the monotony of the run to Newburg, the noon control, where the Indian and Yale representatives had provided sandwiches, fruit and soda, which were distributed without stint to all. Crandall, Indian, came into Newburg with a broken front fork, which he replaced there. From Newburg the road wound through the Ramapo valley to Suffern, where the line again was crossed into New Jersey. There had been a heavy shower in this region, but before the riders came through, and in Paterson the streets were still wet. Between Paterson and Passaic the streets were torn up for trolley rails, and with the red clay water-soaked, the three miles stretch was the worst of the day's run. Koehler's garage on Halsey street, Newark, was the night control, and the usual crowd gathered to see what was going on. Many of the members of the Hope, Great Meadows, Washington and other "clubs" which were born in the Jenny Jump hills the night before were on hand to welcome their comrades, having cut across country. The day's run of 152 miles for the most part was over excellent roads and the men were much fresher than on Monday night. The chief event of Tuesday evening was the smoker at Koehler's garage, which was attended by about 200 motorcyclists and their friends. A boxing bout between two local youngsters was the feature of the evening's entertainment, to say nothing of the real milk which served as liquid cheer.

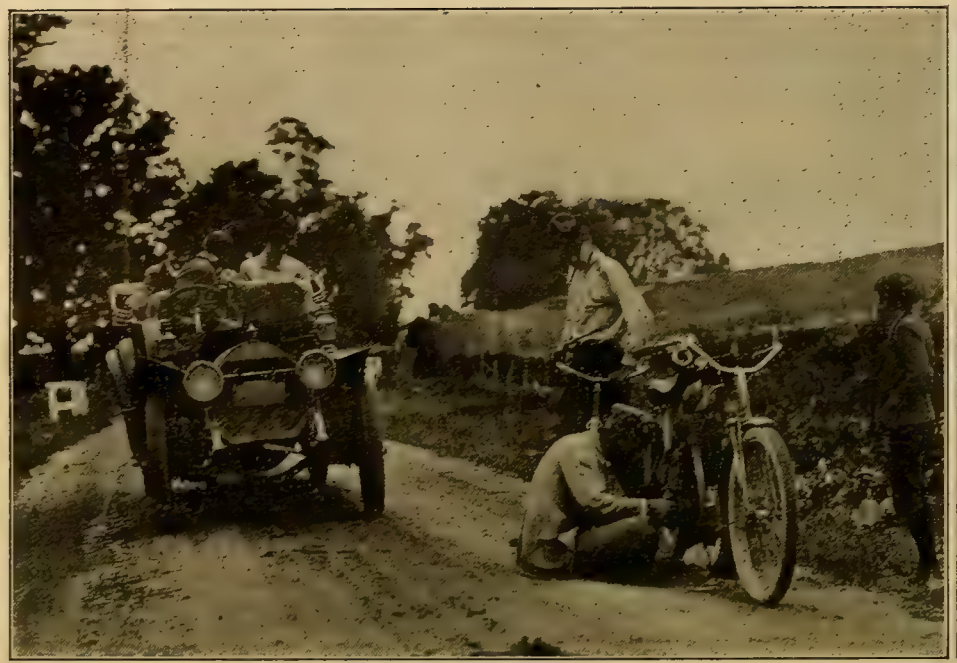


R. E. WAYMIRE AND IRWIN JACOBS (NEW ERAS) AT STROU

With perfect scores still intact, the 25 survivors checked out of the Koehler establishment at one minute intervals after 7 o'clock on Wednesday morning for the last day's run to Philadelphia, and the longest of the contest—184 miles. The sky was cloudy and rain fell later in the day.





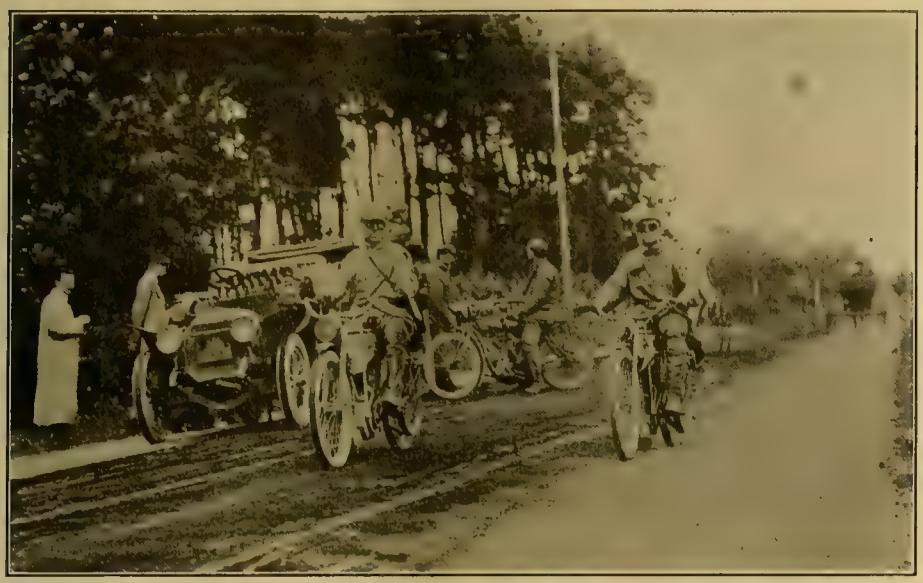




ONE OF THE SEVERAL WAYSIDE CONTROLS
IN TROUBLE AND WHEN THE GOING WAS GOOD

"KILLING TIME" AT PERKIOMEN BRIDGE, NEAR NORRISTOWN
THE EXCELSIOR TEAM LEAVING STROUDSBURG

There were slight sprinkles at Elizabeth and Perth Amboy, but they were of small moment. If anything, the Jersey roads were better than those of the previous day, with the exception of a few sand spots, which were not very troublesome. However, the route was not as well marked as on the preceding day's and the riders got off the course several times. Long Branch, with its beautiful avenues; Asbury Park and



ON THE ROUTE SKIRTING THE NEW JERSEY COAST

Point Pleasant flitted past in quick succession, and then came fashionable Lakewood. Winding in and out, the road continued through Toms River and for most of the way was as smooth as a billiard table. DeLezene, Reliance, went out along here. Barnegat, the noon control, soon loomed up, and the riders camped just outside the control, waiting to check in. An enforced stop of half an hour was made there for lunch. Even those who were accustomed to paying high prices for food found cause for objection at the Altamont Inn, where a sandwich, a cut of pie and a cup of coffee was valued at 75 cents and the consumer paid accordingly. Aside from a few punctures, there was nothing to vary the monotony of the long, winding, yellow road ahead, and the riders burned it up to their heart's content, no constables being on the lookout for speed law violators There were a few exceptions to the scorchers, however, notably the Thor and Excelsior teams, who kept together and plugged steadily, regardless of the others. They had no troubles. After passing Absecon, which was a control, a few drops of rain fell. Beyond there, the riders encountered the prize road of the whole run, which was a straight line with a succession of easy dips for about 45 miles. Swooping down a slight grade and then up a small rise the operation was repeated over and over, until it seemed like a roller coaster on an immense scale. Approaching Camden clouds loomed up again, and soon the rain came down in torrents. Some of the riders caught it outside Camden, others on the ferry, and still others on the Philadelphia side, for on the homestretch there was a grand scurry to be first in at the finish.

It was just after landing at Philadelphia and while riding up Market street that B. A. Swenson, Indian, had one of the closest calls of his career and came within an ace of drawing a hospital berth for some time to come. The asphalt was wet, and he was proceeding cautiously, dodging in and out among the dense traffic. As he approached a side street a team came out and started to cross, while Swenson swerved slightly and kept on, thinking that the driver would pull up to let him pass, as there was a trolley car on his left. The driver kept right on, however, and as Swenson ducked beneath the horse's head and tried to squeeze through the animal climbed right on him and he went down. The horse's feet escaped him, fortunately, but both right wheels of the heavy delivery wagon passed over his thighs as he lay prostrate, and also over the machine, crumpling the wheels badly. A policeman and pedestrians rushed to Swenson's assistance and carried him to the curb. He was conscious but suffering intensely, although no bones were broken. The officer insisted that he go to the hospital, but Swenson stoutly refused, having his heart set on finishing. After a few moments' rest he insisted on remounting his machine, and after being pushed off made his way to the finish, just how he does not know, and checked in on time to the minute. To those who saw the bent and twisted machine laboriously struggling along Broad street in the rain it is a mystery how Swenson ever reached the line. Immediately after signing the checking sheet he collapsed and was carried into the Century Motor Club. He came around shortly, however, and was taken to a hotel, where a thorough examination disclosed nothing worse than severe bruises. He probably saved himself from broken legs by tightening the muscles of his legs as the wheels climbed over him, but he will be sore for some time to come.

C. C. Palmer, Indian, was the first to check in at 5.22. He was followed 2 minutes later by the Harley-Davidson team,



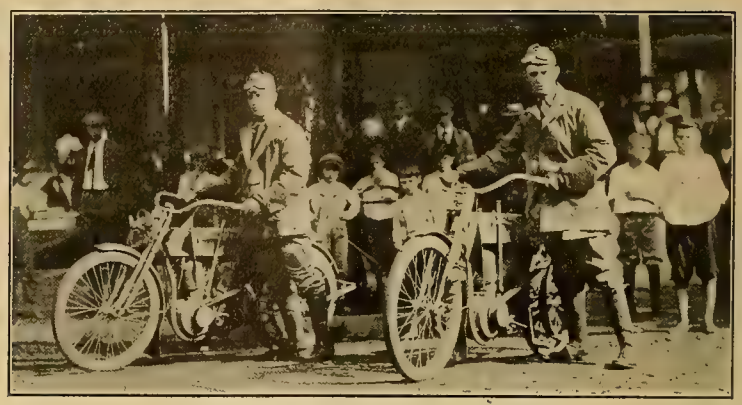
ON THE GOOD ROAD NEAR LONG BRANCH

Walter Davidson, W. S. Harley, Frank Ollerman and Alex. Klein. They had done good work. Harley, making his first appearance in such a contest, was "high man" on the team and had he not tarried to help Davidson in the mud puddles of Hope, as Davidson himself stated, he probably would have earned a perfect score. The Thor team, covered with glory, came in at 5:43.

Henry Sturges of the Excelsior team was the honor man of the penalized survivors,



B. A. SWENSON AND R. J. BISHOP



W. S. HARLEY AND WALTER DAVIDSON

with a score of 988 points, while his brother, Shelton Sturges, Excelsior, and G. G. Crandall, Indian, tied with 987.

The only protest was lodged by Israel Dick, Merkel, who claimed that Alex. Klein, Harley-Davidson, and his machine were carried on the running board of an automobile for over a mile near Stroudsburg on Monday. The protest has not been decided yet. The contestant coming the longest distance was W. G. Collins of San Francisco, Cal., who rode a 4 horsepower undergeared belt driven Indian. He was all right until near Port Jervis on Tuesday, when he broke his brake arm and the belt got tangled in the transmission and put things out of business. The private owners did not make a very good showing, for out of 42 starters only three finished, viz.: H. H. Sill, Excelsior; Roy Bowser, M.M., and R. J. Bishop, Indian.

For the first time since the inauguration of the national endurance contests this year's function was responsible for the impromptu organization of several motorcycle clubs. The members of these clubs comprise those who fell by the wayside at the various places between Hackettstown and Stroudsburg, and who, after the first paroxysm of grief had passed, recognized the ludicrous side of the situation and forthwith proceeded to make the most of it. The largest and most prominent of these clubs is the Hope Motorcycle Club, which is composed of some 25 members, including such men as Spencer, Mueller, Buckingham, Dick and others. A few miles further on the Great Meadows Motorcycle Club was born in a pouring rain, and numbers among its members, the redoubtable Ovington, who was the picture of despair as he threw himself on the wet ground and pleaded not to be further humiliated by being snapped in that position; Maurice Sulllvan, Shay, Stahl, Lyon and half a dozen others gave up the ghost here. The Down and Out Motorcycle Club and the Washington Motorcycle Club also came into existence in this vicinity, but the Hope club is the most prominent. It's motto is "Faith, Hope and Dry Clothes." Israel Dick of Philadelphia is president and Joseph Buckingham of New York secretary.

This aggregation of lively spirits played high jinks at the Great Meadows Hotel on Monday night. First they swooped down on the local general store and soon cleaned out the stock of milking suits, slippers and straw haying bonnets, which they donned while their mud-stained and water-soaked clothing was hung up to dry. With dry

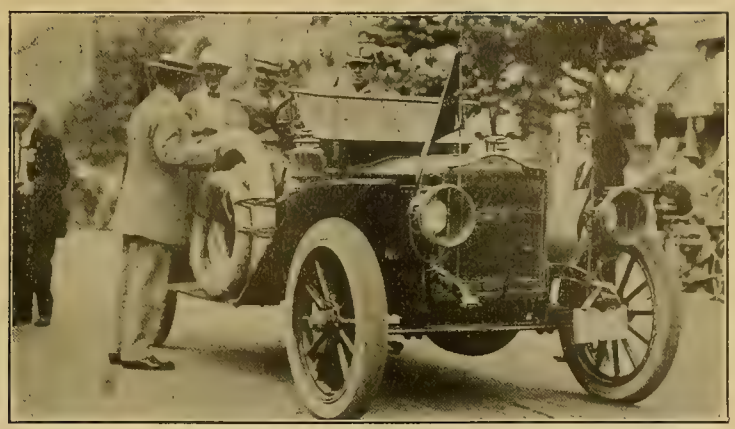


MAP OF THE ROUTE

clothes and a good supper tucked away, the boys forgot their troubles and sought amusement, and they were not long in finding it. The village band happened to brushing up a bit on its repertoire, but the rehearsal was not sufficiently vigorous for the visitors, so they took a hand. The bass drum operator seemed particularly backward, so Charles Ruck of New York seized the bungstarter and pounded the goatskin so heartily that it drowned all the other instruments. The local musicians did not take kindly to this assistance, however, and quit in disgust. Then the young "hopefuls"



THE OFFICIAL CAR—CHAIRMAN HAMILTON ON FRONT SEAT



THE MORGAN & WRIGHT TIRE CAR

turned their attentions to the local maidens, and a pleasant time was had by all for a while, but even this fascinating social diversion broke up when some of the boys soon went out and the village returned to its usual quiet, while some twoscore tired motorcyclists were dreaming of conquering mountain grades and mud and water



THE "HOPE CLUB"—ORGANIZED THE DAY AFTER THE MUD STRUGGLE

hugged the girls so strenuously that the maidens feared suffocation or broken ribs, and after telling the ardent and strenuous visitors from the four winds that they were too rough, the local belles went home to mamma. As the hour then was late, lights up to their ankles. The next morning broke bright and clear, and the happy party broke up, some going back over the course to Philadelphia, others cutting across to Newark, on to Stroudsburg, or taking the train. As it was a walk of some four miles from the hotel to the various farmhouses where the machines were left the night before, the boys were in somewhat of a quandary as to how to get there, but finally they came to an agreement with the boniface, who agreed to take them to the scenes of their downfall in his automobile for 50 cents a head. He did a land office business, and soon the air was rent with the roar of some 50 motors being tuned up, ready to resume the trail. The rain raised havoc with the ignition systems, and until the magnetos and battery cases were thoroughly dried out there was much sputtering and missing. The echoes of the cannonade as they reverberated through the hills conjured up the spectacle of a battery of machine guns in action. Arrangements are under way to perpetuate the Hope club, and it seems likely that it will have an annual reunion at F. A. M. meets in the future. Its members easily were recognized by their immense straw bonnets, and the words "Hope Motorcycle Club" chalked across their backs. Those who were fortunate enough to be taken in by the farmers also fared well. They were loaned dry clothes, while their own were hung back of the stove to dry, and the warm and wholesome meals which the farmers' wives prepared did much to alleviate the sting attached to their surrender.

Streiff Speeding Across the Continent.

William Streiff, of San Francisco, who left that city July 30th, intent on breaking the cross-continent motorcycle record, reached Cheyenne, Wyo., on August 12th. At that point his cyclometer registered 1,508 miles. Most of the distance was ridden on the railroad ties or on the path alongside the rails. Streiff, who is riding an N. S. U., reports that the roads were in frightful condition. He believes the hardest work is over, however, and hopes to reach New York inside L. J. Mueller's record time of 31 days 12 hours and 15 minutes made in August, 1906, on an Indian. Mueller covered 3,568 miles.

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HONORS FOR AMERICAN MACHINES

Gold Medals for Indian Riders in English Six Days' Trials—Belated Report—More Indian Conquests.

Although it began on July 4th and ended July 9th, the final report of the judges in the Auto Cycle Union's six days' trials came to hand only this week. It shows that the only two Indian motorcycles entered—a four and a seven—ridden respectively by G. Lee Evans and W. H. Wells, came through the strenuous contest with flying colors, both winning the gold medals indicative of highest honors. The fact that these were the only two American machines arrayed against 69 British machines, and that Evans was one of the only three riders who made perfect scores, is particularly notable.

In comparing the 1910 contest with previous trials, the distance was the longest ever covered—1,019 miles, the severity of the test more arduous, and the hills en route more severe. The three selected test hills, Cheddar Gorge, Amulree and Berriedale, were of varied character, and the performances on each in no small measure of great importance in the final awards.

The weather, with the exception of a half day on the second day and the entire third day, when it rained incessantly, was good, though cold for the season. The first day's journey was from Land's End to Taunton, 159 miles, and the second day saw the contestants at Warrington, 203 miles. The third day's ride was to Moffat. 158 miles; the fourth to Pitlochry, 172 miles; the fifth to Inverness, 191 miles, and the final stage to John O'Groat's, 168 miles, or a total distance of 1,019 miles.

Of the total 71 starters, but 18 failed to finish. Gold medals were awarded to all competitors with 1,000 marks for reliability, and 60 marks at least on hills, and who arrived at the finish with their machines in good condition. Silver and bronze medals were awarded proportionately to the others. Points were awarded as follows: Reliability, 1,000; brakes at commencement, 50; convenience, 80; Cheddar climb, 20; Amulree climb, 40; Berriadale climb, 20; condition at end of trial, 100; accessibility, 20; silencer, 20; tires, 50; total possible points, 1,400.

Evans rode a 4 horsepower Indian fitted with 2-speed gear, and he made a perfect score in every respect, as did G. L. Fletcher, 2¾ Douglas, and P. Shaw, 3½ P. & M. These were the three honor markers. Wells, who rode a 7 Indian, and also won a gold medal, scored 1,380 points, 20 points haveing been deducted on the Amulree hill climb. Fourteen riders were awarded gold medals, 23 riders earned silver medals and 15 bronze medals were given out.

Not only in the six days' trials but in other events throughout Great Britain has the Indian machine scored heavily in the past two weeks. In the mile speed trials at Brighton, W. D. South won the twin touring class, under 750 cubic centimetres. At the Essex M. C.'s hill climb at Epping Forest, L. W. Belliner and G. Lee Evans, both astride Indians, finished first and second in the multi class, and at the combined hill climb promoted by the Leith and Edinburgh Waverly clubs at Flotterstone, J. R. Alexander and W. Johnstone, both Indian riders, finished first and second in the multi handicap, and these two, with the addition of W. Forsythe, similarly mounted, won the three prizes in the multi scratch. Alexander also gave a good account of himself at the Edinburgh M. C.'s open climb at the dangerous Amulree slope. He finished first both in the multi scratch and the weight limit scratch, and was a close second in the handicap for machines of more than one cylinder. At the Lancashire climb A. J. Moorhouse, who previously has figured in numerous Indian successes abroad, made the fastest time—50⅗ seconds—which was 7⅕ seconds faster than his nearest competitor.

Boyd Almost the Whole Show at Denver.

Glen Boyd was almost the whole show at the weekly race meet at the Tuileries track, Denver, Colo., Sunday, 7th inst. Boyd won three races on his Indian, but lost to Armstrong by three feet in the three miles free-for-all, which was the feature event. The summaries:

Five miles professional, singles—Won by Boyd; second, Wolters; third, Albright. Time, 5:45.

Three miles amateur, single stock—Won by Cassady; second, Silver. Time, 3:46⅕.

Five miles match, professional—Won by Boyd; second, Armstrong. Time, 5:47.

Three miles amateur, singles—Won by Cassady; second, Schwartz. Time, 3:41⅖.

Five miles professional, singles—Won by Boyd; second, Albright; third, Wolters; fourth, Warren. Time, 6:15.

Three miles free-for-all, professional—Won by Armstrong; second, Boyd. Time, 3:06⅖.

McNee Wins from Drake at Plainfield.

Edward McNee and William Drake made a whirlwind finish in the five miles handicap road race of the Plainfield (N. J.) Cycling Club in that city Sunday morning last, 7th inst., the former landing the prize by inches in 13:15. It was the first time since the series began that a winner has "repeated," McNee having won two weeks ago. He is now one point in the lead for the prize to be awarded at the finish of the series. Both McNee and Drake started from the half minute mark. A. Brokaw was third and George Simon, the scratch man, finished fourth and won the first time prize, his time being 13.:03⅖. Jack Todd, despite a puncture, finished fifth and Thomas Kelly was sixth.

SELIGA'S SPRINTS SENSATIONAL

Excelsior Rider Shines at Cleveland—Two Miles Bicycle and Tandem Motorcycle Races Prove Close.

The sensational riding of Frank Seliga, on an Excelsior, at the motorcycle race meet at the Valley half mile track, Cleveland, Ohio, Saturday afternoon last, 6th inst., was the feature of the day's happenings. In the two miles race for singles Seliga defeated Skeel, and took Kissig's measure in the three miles event for machines of the same class. In the open events Seliga also made an excellent showing, finishing second in both races. A large crowd witnessed the meet.

Two of the interesting features of the meet were a two miles scratch bicycle race and a three miles event for motorcycles fitted with tandem attachments and carrying double. The latter event went to Finn and Tepas on a Thor, after a close race with Kinekman and Paret, Excelsior. G. Mogour defeated E. Mogour in the bicycle race. The summaries:

Five miles, singles—Won by Huntsbery, Excelsior; second, Hinkeman, Excelsior; third, Tepas, Excelsior. Time, 7:35. Also ran—Seliga (Thor) and Kranstruber (Excelsior).

Two miles bicycle—Won by G. Mogour; second, E. Mogour; third, Schoemister; fourth, Stewackle; fifth, Hatland; sixth, Tepas; seventh, Gore; eighth, Stoll; ninth, Kemp. Time, 7:10.

Five miles, twins—Won by Smith, Indian; second, Seliga, Excelsior; third, Kissig, Indian; fourth, Finn, Thor. Time, 7.59.

Two miles, single racers—Won by Seliga, Excelsior; second, Skeel, Thor. Time, 2:56⅖.

Three miles, singles—Won by Seliga, Excelsior; second, Kissi, Indian; third, Huntsbery, Thor. Time, 4:24. Also ran—Smith, Indian.

Three miles, tandems—Won by Finn-Tepas, Thor; second, Hinkeman-Paret, Excelsior; third, Dolan-Glickman, Excelsior; fourth, Lepon-Dugan, Indian. Time, 4:56⅕. Also ran—Folker-Cook, Thor.

Two miles, 7 horsepower machines—Won by Tracy, Indian; second, Kumler, Indian; third, Scott, Indian. Time,3:04.

Five miles, free-for-all—Won by Kissig, Indian; second, Seliga, Excelsior; third Huntsbery, Excelsior; fourth, Finn, Thor; fifth, Hinekman, Excelsior; sixth, Smith, Indian; seventh, Dolan, Excelsior. Time, 7:19. Also ran—Tepas, Excelsior, and Folkner, Thor.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

F. A. M. Adopts New System of Government

Hereafter will be Ruled by a National Assembly of Delegates—Willis Re-elected President and Gibson Given Dual Office—N. C. A. Embroglio Handled Tenderly—Much Time Devoted to Discussion of Racing Affairs.

The business meeting was inaugurated Thursday forenoon, 11th inst., according to program, and was opened with a pleasant incident outside of the regular procedure and not on the program. It took the form of a presentation of a scarfpin and a pair of cuff buttons to G. H. Hamilton, of Indianapolis, who so ably organized and conducted the endurance contest. The gifts, which were purchased by subscriptions from participants in the contest, were presented to Mr. Hamilton by



CLIFFORD C. WILBER
Vice-President for Eastern District

President Willis—who led the movement which resulted in the tangible evidence of appreciation—in a few well chosen remarks. Mr. Hamilton's reply was equally happy.

The first regular order of business was the reading of the president's report. It expressed appreciation of the efforts of the various officers and committees, excepting, of course, Leroy Cook, who, the president stated, had been unfaithful to his duties and whose lapses had seriously hampered the organization. The president recommended that advantage be taken of the option permitted by the new constitution to the end that the offices of secretary and treasurer be combined and headquarters established at one place.

He touched lightly his own failure to appoint several of the national committees, stating that in his opinion appointments were not desirable during the process of reorganization evolving from the new constitution and bylaws, but he thought that the latter, which require that a director serve on each national committee, henceforth would achieve results. Despite this "process of reorganization," which was remarked several times, the president declared that the federation possessed more members and was in better shape than ever before. If there are any members



FRED I. WILLIS
President

disposed to ask what had been done by the F. A. M., he thought it as fair to ask such members what they had done for the F. A. M., since they were part and parcel of it and largely responsible for its achievements.

Secretary C. F. Ball reported the "full paid membership" to be about 2,700, although he placed the "actual membership" at 3,576, not all of which was paid, but he believed that the difference between the "actual membership" and the "full paid membership"—876—represented members who would renew when called upon.

The affiliated clubs had increased from 22 to 46.

He explained the great handicaps under which he had labored. He had received several large boxes of dust-covered papers and records, and the labor entailed was so great and so much beyond his expectations that he frankly confessed that he had not been equal to it. He added that he had no excuses or apologies to offer. Although he himself had been guilty of some tardiness, he declared he had done the best he could and could say no more.

The report of G. B. Gibson, the veteran treasurer of the F. A. M., showed a balance to the credit of the national organization of $826.62, of which amount $596.56 stands to the credit of the Legal Fund, which represents a gift from the New York F. A. M. 1908 Meet Club. The cash immediately available, therefore, is $230.06. In addition, due to the request of the Southern District that its funds remain with the national treasurer, $112.51 is also in the treasurer's hands, applying to that district's account, making a total of $939.13. The total receipts for the year were $3,124.74 and the disbursements $2,894.68.

Treasurer Gibson briefly detailed the astonishing results of his visit to Boston in his efforts first to straighten out and



GEORGE B. GIBSON
Secretary-Treasurer

later to take possession of the F. A. M. property in the hands of former Secretary Cook after the latter resigned. The conditions were worse even than had been known. Great masses of mail matter, most of it containing cash in some form, had been permitted to accumulate and to remain unopened, some $500 being found in one pile. Cook had been inclined to throw the blame on his girl assistant, who, Treasurer Gibson said, he usually found "eating candy and reading novels." It required the employment of an attorney and several visits to Boston before matters finally were cleaned up, Cook being permitted to pay in instalments several hundred dollars for which he had not accounted. The account with him, however, now is closed.

Treasurer Gibson also expressed his belief that the apportionment of receipts from F. A. M. memberships should be revised. He considered that the share, one-fourth, received by the districts is too great and that it should be reduced to at least one-eighth, as the districts are not making use of their funds, while the national organi-

zation is carrying the burden of all expenses.

The meeting had been so late in coming to order on the first day that not all of the reports had been completed at high noon, when adjournment was necessary in order to prevent conflict with the run to Valley Forge which had been scheduled for the afternoon.

The Election of Officers.

The officers were elected at the resumed meeting on Friday morning, 11th inst.

While the election caused little if any surprise, a surprise really occurred in an unexpected place. As the Eastern District had nominated C. C. Wilber, its vice-president, for the presidency of the national body, it was supposed that his name would be presented for election. Mr. Wilber, however, was not keen for the office, and he made absolutely no effort to obtain it, not even making reference to his nomination in his annual report. It is said he remained away from Philadelphia in the belief that his presence might suggest electioneering; nor were there present any other of the officers of the Eastern District. Wilber's name therefore was not presented for the chief office. F. I. Willis, who has been the head of the organization for the past twelvemonth, desired re-election and had not been wholly backward in saying so. He did not want the office for the mere sake of the job, but rather for "vindication" or "indorsement," as it had been variously expressed. The fact that he desired to remain at the head was made evident to all almost immediately they reached Philadelphia, and in a fashion wholly novel in F. A. M. affairs. Buttons bearing Willis's picture were freely distributed to all comers. His desires were amply fulfilled. He was re-elected without opposition of any sort. The slate as finally chosen is as follows:

President, F. I. Willis, Indianapolis.

Vice-presidents—For Eastern District, C. C. Wilber, Keene, N. H.; for Western District, Perrin B. Whitney, Chicago, Ill.; for Southern District, L. W. Thompson, Louisville, Ky.; for Pacific District, A. W. Green, San Francisco, Cal.

Secretary-treasurer, G. B. Gibson, Westboro, Mass.

Directors, for three years—G. H. Hamilton, Indianapolis, Ind.; W. G. Collins, San Francisco, Cal.; for two years—E. M. Estabrook, Bangor, Me.; C. F. Ball, Indianapolis, Ind.; for one year—E. L. Buffington, Providence, R. I.; J. Thornley, New York, N. Y. Ex-Officio directors—F. I. Willis, Indianapolis; R. G. Betts, New York; E. L. Ovington, New York.

In the full sense of the word, there was no opposition to any of the nominees.

Mr. Willis's nomination for the presidency was made by R. S. Morton, of New York, and was seconded by G. H. Hamilton, of Indianapolis, E. L. Ovington and W. F. Mann.

Mr. Wilber was nominated for vice-president of the Eastern District by W. F. Mann and was seconded by B. A. Swenson and J. Thornley.

The surprise occurred when nominations for vice-president of the Western District were called for. Frederic B. Hart, of Chicago, formally had been nominated by his district, but he declined to permit his name to go before the national assembly. In a manful way he stated that being in the service of the Excelsior Supply Co. he was for the Excelsior first, last and all the time while so engaged. Trade jealousy in Chicago is so intense and so acute, he added, that the fact combined with his personality and his tendency to speak plainly would make it impossible for him to carry out the duties of the office as he would like to carry them out and, therefore, he withdrew his nomination. W. S. Harley, of Milwaukee, at once nominated P. B. Whitney, of Chicago, for the vice-presidency. The nomination was seconded by W. A. Ennis, of Philadelphia, and Whitney was elected by acclamation.

For vice-president of the Southern District L. W. Thompson was placed in nomination by A. B. Coffman, of Toledo, and seconded by H. A. French, of Baltimore.

The election of A. W. Green, San Francisco, as vice-president of the Pacific District, also created a small flurry. He was nominated by W. G. Collins, San Francisco, and was immediately seconded by several voices. The communication of C. M. Frink, vice-president of the Pacific District, reporting that he had been made the sole nominee for re-election, which had been tabled the day before, then was taken up. It was explained that for several years no call for a meeting of the Pacific District ever had been issued, a relatively few members in Los Angeles, apparently, merely getting together and selecting a man for the office. As the rest of a large district thus was unable to have any voice in the choice of an officer, it was deemed time to serve warning on all districts that the bylaws must be respected and notice given to all members of all meetings. As this had not been done in the case of Mr. Frink, it was made the sense of the meeting that his nomination was irregular and Mr. Green, therefore, was recognized as the candidate. As a matter of courtesy, however, Mr. Frink's name was presented for election, but the result was "all Green."

Before the nomination for the combined office of secretary-treasurer could be made, it was necessary that the motion combining the offices be carried. When the motion was made, R. G. Betts promptly voiced an objection. He thought that when the positions were filled by different men each served as a check on the other and pointed out that if it had not been for this fact during the past year the delinquencies in the secretary's office might have become so great as to be past unravelling. As it was, Treasurer Gibson had been able to discover, and report, and to a degree checkmate the lapses of Secretary Cook. Mr. Betts was aware that a man other than Treasurer Gibson had been talked of for the dual office, and innocently inquired who was to become the nominee in case the offices were combined. President Willis as innocently stated that no nominations had been made. But a few moments later J. Thornley arose and announced that Treasurer Gibson was the man who was to be named. Mr. Betts laughed, and then stated that he would interpose no further objection, as he believed the election of Mr. Gibson to both offices, for a year, at least, would serve good purposes and promote a general straightening out of affairs. Messrs. Ovington, Mann and Hart favored keeping the offices separate, for the reasons stated by Mr. Betts, but they, too, withdrew their objections and Dr. Gibson was elected for the dual office with a rush. He, in turn, moved that the thanks of the organization and a cup, similar to that given to preceding officers, be tendered to C. F. Ball, the retiring secretary, which of course was done.

There were eleven nominations for directorship, from which the six previously were chosen. Their terms of office were decided according to the number of votes cast for each. Messrs. Hamilton and Collins received the greatest number of votes, Messrs. Estabrook and Ball the next largest number and Messrs. Buffington and Thornley were next in order.

Adjournment was then taken in order to permit those in attendance to witness the racing on the Point Breeze track.

Delegate Government is Adopted.

It was at the last and final session of the assembly, which occurred Friday night, that most of the "doings" took place. Immediately it was called to order Dr. Gibson, who was acting as secretary, read the proposed amendment to the new constitution providing for the creation of a national assembly, made up of delegates, instead of the open or "town hall" type of meeting which had been in vogue since the F. A. M. first was organized. President Willis explained that the amendment had been drafted at the special meeting in Chicago, when, after the new constitution had been adopted, the revision committee had been instructed to prepare the amendment here presented.

Stating that he was heartily in favor of the delegate system of government, Mr. Betts challenged the regularity of the action of the Chicago meeting and the right of any special meeting to go beyond the stated objects for which the meeting had been called. He remarked that at the Chicago meeting he had favored the delegate system, but that the proposal then had been voted down, and although he had remained until the entire constitution and bylaws had been adopted, and a day set for their effectiveness, it had not been again

mentioned. As nothing more legally could be done, he had taken his departure, and cited the fact as evidence of the real need for adhering to the stated purposes of any special meeting.

President Willis fenced for awhile, but Betts maintained his contention and added that in good part he would appeal from the decision of the chair if the president ruled that the amendment was a part of the regular proceedings of the special meeting in Chicago. Mr. Willis finally conceded that the amendment was not a part of the Chicago meeting, but the result of mere conference of some of those who attended that gathering and the point settled, Betts moved the adoption of the amendment, which is as follows:

Amend Article 8 of bylaws to read as follows:

Section 1, same as present.

Section 2 The National Assembly shall be governed by delegates.

Section 3. All officers of the national body shall by virtue of their office be ex-officio members of the assembly.

Section 4. Every affiliated club of the F. A. M. shall elect one or more of their members as delegates to the National Assembly, such delegates to be elected on the basis of one delegate for each twenty-five members or major portion thereof, who are also members of the F. A. M. The State Commissioner shall by virtue of his office be a delegate to the National Assembly and shall, in addition to himself, appoint one delegate for every twentyfive F. A. M. members or major portion thereof in his State. In arriving at the number of delegates in each State to be selected by the State Commissioner, all members of Clubs affiliated with the F. A. M. are to be deducted from the total membership.

Any duly appointed delegate who is unable to attend the National Assembly shall appoint an alternate to whom shall be given the necessary credentials.

Section 5. The secretary of every affiliated club and the commissioner of every state shall at least thirty days previous to the meeting of the National Assembly mail to the president a list of all the delegates elected by the club and by the state commissioner.

Section 6. No delegate shall have more than one vote and no delegate shall be entitled to a seat in the Assembly who is not a member of the F. A. M., in good standing.

Section 7. (Same as old Section 2.)

The president shall call a meeting of the National Assembly upon a written request of at least twenty-five members, said request to state the object or objects of said meeting.

Former Presidents Betts and Ovington both spoke for the amendment, being joined in the discussion by Messrs. Hamilton, Mann, Hart, Collins and Thornley, among others. Thornley was the only member who really objected to the adoption of the delegate system. He warned those present that they were "giving up their rights" and no longer could participate in an annual meeting of the organization. Mr. Hart favored the new system, but considered that the amendment as drawn gave state commissioners too much power, and would permit the commissioner of a numerically strong state to control the assembly. Nearly everyone else admitted that the amendment was not perfect, but all seemed anxious that a start be made in the new direction, and the amendment finally was carried and the members "gave up their rights" by an overwhelming majority.

About the Rupture With the N. C. A.

The rupture of the F. A. M.'s relations with the National Cycling Association over the control of paced bicycle racing was the other most far-reaching subject brought up. It was not discussed, however, as the chairman of the competition committee, who reported the matter, appeared considerably concerned and immediately asked some one to make a motion—he himself artfully never made a motion during the entire meeting—referring the entire matter to the board of directors for settlement, which was done without objection.

The chairman reported that he had written to the N. C. A. declaring the alliance broken and stating that the F. A. M. henceforth would act without regard for it.

"They broke it; not me," he avowed. "The only way I could have avoided my action was to lay flat on my back and ask the N. C. A. to walk over me. I declared the loose alliance null and void; but my action does not commit you, gentlemen," a remark the logic of which was not easy to grasp.

He explained that the rupture was caused by the failure of the N. C. A. to sustain the suspension of Whittler after the F. A. M. had sustained the suspension of Agraz, a bicyclist who had been paced. He did not go into the details of the case. He did not remark his sudden and astounding notification to the N. C. A. that paced bicycle races require F. A. M. sanction or point out that previous to Whittler's suspension the N. C. A. had notified the F. A. M. that it could not in such fashion admit the F. A. M.'s right to control bicycle racing or "windshields" in any form.

The N. C. A., he said, had "expressed contempt" for the F. A. M. in Salt Lake City by repeatedly permitting motorcycle races without F. A. M. sanction. But the chairman added that Whittler had been suspended not so much for pacing a bicycle rider in a race not sanctioned by the F. A. M. as for "rank insubordination" in doing so after being warned. The chairman defended his policy of applying the rules or his ideas in one place and not in others on the ground that he is "handling a young game." He stated that the F. A. M. "is not strong on the Pacific Coast," and without a smile expressed fear that if he had not acted as he had done, which he believes constitutes protection, the "motorcycle tracks on the coast might have seceded and formed an association of their own."

"If the N. C. A. has its way, the riders will take things in their own hands," he declared.

The situation he has created, he thinks, "will place the F. A. M. in position to meet the N. C. A. on equal terms and to demand and obtain concessions," the nature of which was not disclosed.

Guy Greene Case Disposed of.

The case of Guy M. Greene, the outlaw professional who was reinstated as an amateur by the present competition committee, was brought up by the report of the chairman of his action in the matter. He based his action on the assertion that Greene "had not been properly notified" that he had been made a profesisonal. He rehashed the case at some length, talked a great deal of having been misrepresented, of having been unable to find any record of Greene's professionalization, and also of the unwisdom of requiring a man to prove himself guilty and of giving him no opportunity to defend himself, although an application for registration or reinstate- always serves this purpose.

It was then moved that the action of the competition committee be sustained. Mr. Betts attacked it as being a plain violation of the rules and as establishing a dangerous precedent. He maintained that the main issue was not Greene, nor Thornley, nor Betts, but whether or no the F. A. M. rule means what it says when it lays down the law "that no professional shall be reinstated except by unanimous vote of the members present at an annual meeting," and whether or no the F. A. M. rules, and the rules and practice in all sports governing bodies of the rest of the world are wrong when they declare that amateurs who compete for cash or against professionals—the latter being Greene's offense—thereby automatically become professionals and without notice of any sort. Betts talked along these lines until interrupted by a point of order, which was to the effect that the question before the house was whether or no the action of the committee should be sustained. President Willis ruled that the point was not well taken, but a few minutes later, when it was renewed, he reversed his decision and required that Betts change the trend of his remarks.

The latter then produced a copy of a letter written by Thornley to Greene, which letter he (Betts) stated had not been included in the evidence submitted by the chairman to his colleagues. Laying emphasis on the significant words, Betts quoted the language of this letter, which among other things stated that "a thorough investigation of the facts reveals that you were undoubtedly listed as a professional by the F. A. M. some years ago. Therefore I have no option in the matter but to allow the protest and to instruct the racing committee of Indianapolis not to award you your prizes. This ruling of mine is based upon actual facts which cannot be disputed."

Betts desired to know if the investigation had been "thorough," and if Greene had been "undoubtedly listed as a professional" on "actual facts beyond dispute," what afterward had occurred to make the investigation less thorough, the facts subject to dispute or to alter the discovery that Greene had been "undoubtedly listed" as a pro.

The reading of this strong and unequivocal language apparently was unexpected, and served to disconcert the chairman of the competition committee. The best explanation he could make was that his "thorough investigation" consisted of information received from B. A. Swenson, former secretary of the Eastern District, that Greene had been declared a professional by Roland Douglas, a former chairman of the competition committee. In the face of his unequivocal language, he continued to talk of being misrepresented and to prate of honor, justice, etc. E. L. Ovington came to his rescue, also W. F. Mann, and the question being called for, the action of the committee was sustained by a vote of the meeting. The precedent thereby established is one that is likely to return to vex the Federation of American Motorcyclists in after years in more than one way.

The recommendation of the chairman of the competition committee that the sanction fee be increased from $2 to $5 per day for events to which the public is charged an admission fee was adopted after it was made to apply to a calendar day, on motion of Mr. Betts, the insertion of the word "calendar" settling another moot point. On motion of Mr. Hart, the sanction fee for road events, promoted by affiliated clubs, was made $2 for the entire duration of such events, instead of $2 per day as heretofore. For the other sanctions provided by the F. A. M. rules the fees remain the same, viz.: $2 per day for unaffiliated clubs or others promoting an event to which no gate receipts are attached, and $1 for motorcycle events, not exceeding two in number, which are included in a program with other sports.

Whether or no amateur racing men may hold stock in a corporation promoting and regularly holding track meets was another subject raised by the report of the competition committee; it gave rise to considerable profitless discussion. The Manhattan Racing Association and the Guttenberg track were the pegs on which the subject was hung, the chairman of the competition committee stating that he did not care to take it upon himself to decide the question, although he did suggest that someone make a remarkable motion empowering the appointment of an F. A. M. commissioner to take charge of the Guttenberg track and "help these boys carry on racing for a year." There were those who maintained that the holding of stock in such ventures constitutes sharing in the gate receipts and it was pointed out that two or three racing motorcyclists might form such an association and conduct meets for no other purpose. Others maintained that a racing man's stockholdings constitutes his private business, into which none should pry. The whole matter, however, was referred back to the committee and in all probability the last has been heard of it.

Another echo of Guttenberg was also heard when J. U. Constant, of Brooklyn, asked the F. A. M. to decide whether a competitor who is a member of two clubs can represent either one at will. Constant's inquiry grew out of the rejection of the entry of his club's team for a team event run at Guttenberg, on the ground that they were members of another club; they were, however, permitted to ride in other events. Constant said he had sought an opinion of the chairman of the competition committee, who had informed him that under the "Right reserved to reject any entry" clause the rejection was proper. Mr. Betts stated that he was familiar with the case in question and had sought the opinion of others interested in sports and learned in practice that the right to reject an entry refers to the individual and not to particular events; in other words, when an entry is rejected the rejected man cannot compete in any event. This was placed in the form of a motion and adopted as the sense of the F. A. M.

As a trade rider cannot compete in events restricted to private owners, the point was raised as to whether a private owner in no way connected with the trade properly may borrow a machine and then or otherwise compete as a trade rider, thus escaping the penalty provided. No vote was taken, but the chairman of the competition committee announced that it was perfectly proper for private owners so to do provided they notified him or the referee of their intentions; otherwise it is all wrong. The chairman appeared to consider the question a personal one, and became quite peeved, at one stage of the discussion uttering a plaintive: "In honor and decency leave me alone with my rulings," whatever that signifies. He remarked his belief, however, that most of the trade riders are professionals and added that in a "nice, quiet, decent way" he will try to make them ride as professionals.

J. F. Cox, of New Haven, Conn., after several efforts, brought up the case of his son, Peter, who with George Wildman had been suspended for competing in an unsanctioned event. Cox was disposed to be combative and the chairman of the competition committee hurried over to him and succeeded in quieting his feelings and later asked the assembly to raise the suspension of Cox and Wildman, as he, the chairman, had not been able to get a vote of his committee. The assembly obliged, as requested.

When there remained no further business to transact and when adjournment was in order, the meeting was regaled with a series of personal wails. A person named Lasalle, of Rochester, N. Y., who sat cheek by jowl with a Chicago writer, arose and, recalling some forgotten incident the news of which had appeared in the Bicycling World, he let his tongue wag for several minutes denouncing the Bicycling World and its editor, R. G. Betts, who organized and for five years served as president of the F. A. M. Lasalle is the man who chiefly was responsible for the F. A. M. meet held in Rochester in 1906 and who, after a year's insistence on the part of then President Betts, delivered the medals for the national championships, the "gold" ones under test proving to be brass discs akin in appearance and value to railway baggage checks. After Lasalle had self-satisfiedly concluded his supposed tirade, E. L. Ovington, the one-time outlaw who succeeded Betts as president and who was sponsor for Leroy Cook and J. Thornley, arose and told how the Bicycling World had criticised and "slandered" him and appeared possessed of the idea that the F. A. M. should appoint a censor or in some way prevent the Bicycling World and its editor from expressing their opinions in their own way. When Ovington finished, Thornley executed a "turn" and also wielded a verbal sandbag. He cared not at all what the Bicycling World said about him, but when it attacked the F. A. M. it was different! Apparently his pain was intense. He wanted it relieved by a resolution "discrediting" both Betts and the Bicycling World, and he tried hard to say that if anything could be done to injure their business he would be very happy—an idea he has exploited privately on more than one occasion.

Although well aware that the proceeding was a gross breach of parliamentary decorum and that a point of order could have been raised at any time, Betts made no effort to stay the flow of language. He listened quietly to it all, and it seemed not to disturb his equanimity. When the wailing had ceased he arose and remarked that in his time he had received criticism and "knocks" and that he had accepted them like a man. Anything the Bicycling World had published it believed, and if anyone had been slandered, which he doubted, there was abundant recourse. He threw into their teeth all that the wailers had said and defied any man living to find a single word or a single line in which he or the Bicycling World had attacked the F. A. M. or said anything disloyal or derogatory to it, even by inference. He added that they always had been and doubtless always would be the best friends the organization possessed, but if it pleased those present to adopt resolutions he would leave the room to render it easier. He then walked out while Ovington was making haste to say that what Betts said about regard for the F. A. M. was true, but to again voice his opinion that some of its officers had been "slandered."

Eastern Cracks Eclipsed in the Championships

Seymour and Graves, of California, and Anderson, of North Carolina, Capture the F. A. M. Titles—Teubner the Only Eastern Rider Able to Stay Their Rush—Fine Sport and Fast Times on Dusty Track.

It is quite certain that Philadelphians—2,000 in number—never witnessed better racing or such a galaxy of crack riders as on Friday afternoon last, 12th. inst., when the first half of the F. A. M. annual championship race meet took place at the famous old Point Breeze mile dirt track; there were several spills that supplied thrills and the races were sufficiently hard fought to cause the crowd to enthuse. It was an "all Seymour" meet, however. The California stripling of that name won everything he went after, including the mile championship.

The old horse track, which is triangular-shaped with a sharp turn out of the home-stretch, was dusty and full of soft spots, but despite the conditions the record for the track repeatedly was broken. In one event M. J. Graves accomplished a circuit of the course in 55⅗ seconds, which is much faster than the record for the track, formerly held by a 200 horsepower racing automobile.

The only national championship decided at the first day's meeting was the mile distance, and as this is the most coveted race, more interest centered in it. Eight of the best riders in the country lined up for the start, each astride a 7 horsepower machine. The Indian tribe was well represented by Raymond Seymour, of Los Angeles, until recently an R-S crack; Walter Goerke, of Brooklyn, and Fred Huyck, of Chicago. M. J. Graves, of Los Angeles, Erwin G. Baker, of Indianapolis, and William J. Teubner, of Pottstown, Pa., were up for the Merkel factory, and the R-S adherents pinned their faith in Frank Hart and William H. Robinson, two New Yorkers.

A bad start spoiled Teubner's chance and before the first turn was reached Seymour had drawn the lead, closely pressed by Graves. Hart retired with a soft tire and Robinson took the first turn so fast that he ran wide and careened into the ditch. He was unhurt, but his machine was wrecked. Graves hung close to Seymour all the way and tried hard to pass him, but Seymour held his own and won by several yards, while those "cracks" of the East and West, respectively, Goerke and Huyck, trailed in third and fourth. Time, 1:06. The Californians are magnificent riders and daring ones, and the applause both Seymour and Graves received was well received.

The so-called 10 miles championship of Philadelphia was an elimination contest, as only two of the seven starters crossed the finish tape. On the first lap two of the machines became locked; one of the riders was thrown and his machine dragged by the other fully 100 feet; two other riders went over the bank at the first turn; Louis Steinhauser on a Bradley, a local built machine, and who rode a consistent race, was the winner.

With eleven contestants, the 25 miles race for 30½ machines proved the real thriller of the day. No mishaps marred the start, and with the 4 horsepower machines barking like a gatling gun the getaway was picturesque. Goerke (Indian) went to the front at once, but soon was forced to relinquish the lead to Teubner (Merkel), who in turn was pressed by Seymour (Indian), ably coached by Derosier. Seymour trailed Teubner until the 16th mile, when with the crowd on their feet yelling quite unlike placid Quakers, he overhauled the Pennsylvanian and passed to the front. Teubner, however, hung on and the Indian camp was uneasy until Seymour finished in 27:50. The uneasiness was due to the fact that Seymour's machine was fitted with a small tank; it was practicaly empty at the finish, and another mile would have left him stranded.

The fastest time of the day was made in the 10 miles invitation, which had Steinhauser (Bradley), Seymour (Indian), Graves (Merkel), Dougherty (C. V. S.) and Hart (R-S) as starters. Graves covered one of the laps in 53⅗ seconds—the fastest time ever made on the track, and would undoubtedly have won had he not fallen in the 8th mile. This gave Seymour the lead, which he never relinquished. Graves picked himself up and rode into second place, Hart getting third. The time was 10:11⅘.

A five miles novice race brought out only two riders, and when one of them failed to get started the event was postponed until later. Then Charles H. Thompson and S. C. Campbell, the two contestants, were given a wholesome lesson by being disqualified for riding the wrong way of the track, after being warned by the referee.

The 10 miles for private owners was won by J. Boyd Anderson (Indian), who is a North Carolina crack, who trailed Frank Seery, of New York City (Indian), until the last lap and then opened wide and won by 200 yards. As the professional event did not fill, Jake Derosier rode a 5 miles exhibition in 5:56⅘. His fastest mile was covered in 1:02⅖. The summaries follow:

Ten miles for private owners—Won by J. Boyd Anderson, 4 Indian; second, Frank Seery, 4 Indian; third, S. A. Goss, 3½ Bradley. Time, 12:34⅖. Also ran—Joseph Brown, 3½ Bradley; L. Pennell, 4 Excelsior and Roy Bowser, 4 M-M.

Ten miles invitation—Won by Raymond Seymour, 7 Indian; second, M. J. Graves, 7 Merkel; third, Frank Hart, 7 R-S. Time, 10:11⅘. Also ran—Louis Steinhauser, 3½ Bradley, and W. J. Dougherty, 4 C. V. S.

One mile F. A. M. national championship—Won by Raymond Seymour, 7 Indian; second, M. J. Graves, 7 Merkel; third, Walter Goerke, 7 Indian; fourth, Fred Huyck, 7 Indian. Time, 1:06. Also ran—W. J. Teubner, 7 Merkel; Frank Hart, 7 R-S; W. Robinson, 7 R-S, and Ervin G. Baker, 7 Merkel.

Ten miles Philadelphia championship—Won by Louis Steinhauser, 3½ Bradley; second, J. Pennell, 4 Excelsior. Time, 12:01⅕. Also ran—Charles Thompson, 4 Merkel; S. A. Goss, 3½ Bradley; Joseph Brown, 3½ Bradley; B. J. Darling, 3½ Bradley; R. S. Martin, 4 R-S.

Five miles again time, professional—By Jacob Derosier, Springfield, Mass. Time, 5:56⅘.

Twenty-five miles, 30½ cubic inches—Won by Raymond Seymour, 4 Indian; second, W. J. Teubner, 4 Merkel; third, Walter Goerke, 4 Indian; fourth, M. J. Graves, 4 Merkel. Time, 27:50. Also ran—J. Boyd Anderson, 4 Indian; Frank Seery, 4 Indian; Frank Hart, 4 R-S; W. Robinson, 4 R-S; Fred Huyck, 4 Indian; Erwin G. Baker, 4 Merkel; Harry Nixon, 4 Merkel.

Raymond Seymour, who was the star of the first half of the F. A. M. racemeet at Point Breeze track, Philadelphia, on Friday, 12th inst., and who then became the one mile national champion, went into eclipse today (Saturday). The eclipse was not entirely his own fault. His work was as dashing and as daring as on yesterday, but misfortune in the shape of tire and chain troubles overtook him. The two national champions whom the day developed were M. J. Graves, Los Angeles, Cal., who captured the ten miles title, and, surprise of surprises, J. Boyd Anderson, of Elizabeth City, N. C., who won the hour championship. He also annexed the 10 miles private owners' race, while Seymour's share of the card was the time trials, when he equalled the track record of 59⅕ seconds. Teubner,

of Pottstown, also was a prominent contender, and bagged the 10 miles G & J cup race and the 15 miles amateur event. Brilliant indeed was the work of Seymour and Graves, who are bitter rivals, and the crowd of 5,000 people say some real sport.

There was a buzz of excitement when the 10 miles championship was called, and a classy field started, including Seymour, Graves, Tuebner, Goerke and Anderson. The bunch, with the exception of Graves, Merkel, broke to a fine start, the latter getting away very bad and soon was an eighth behind the leaders, who widened the gap to a quarter in the first lap. Graves, however, did not lose heart, and soon caught his stride and went in hot pursuit of the leaders who were going great guns. Seymour particularly was splitting the air at a terrific rate, and slid around the triangle in the third lap in 59 seconds, one-fifth of a second under the record. He finished the five miles in 5:03⅕, Goerke, Indian, being second, and Tuebner, Merkel, third. In the eighth mile Seymour's chain broke as he flashed under the wire, and his rear tire burst immediately after, completely eliminating him from the fight. Although he swerved badly he managed to stop right side up. Goerke, who had been dogging Seymour, then took the lead, but not for long, for Graves who now was tearing off miles in the minute, closed the gap and took the lead in the stretch in the last lap, the crowd going into a frenzy. He continued to draw away and won by 50 yards in the fast time of 10:26⅗. Erwin Baker, Merkel, also came up strong at the finish and beat out Goerke for second. Six of the 10 laps were ridden under the minute.

Fickle Fate again frowned on Seymour in the hour championship, when he seemed assured of victory and placed the laurel wreath on the brow of Anderson instead. The field got away well and for the first half hour it was anybody's race. Seymour led throughout, reeling off 29½ miles in the 30 minutes, while Goerke and Graves were having a neck and neck struggle close behind. Seymour stayed in front until the 33d mile, when a tire burst, and Graves assumed the leadership. Goerke continued to harass him, and in the 41st mile Graves slowed and the Brooklyn boy set the pace for awhile. After losing three laps Seymour returned to the fray and started to make up his lost distance. During all this excitement Anderson, who had been plugging along consistently and was almost unnoticed, loomed up dangerously, and after five miles of hammering displaced Goerke from the leadership in the 47th mile. He held it to the end and registered 54 miles in the hour. Goerke was a good second with 53⅛ and Steinhauser, Bradley, a local product, who rode a most consistent race, was rewarded with third, doing 51½ miles. Seymour while slashing it out in his usual style and having made up all but one lap went over the bank in the last lap, but was unhurt and remounted and finished.

After leading for five miles in the 10 miles invitation for the G & J trophy, Seymour shot his bolt and was passed by Tuebner, who had got a bad start, but soon found his stride and closed the gap. Tuebner won in 11:21. Steinhauser, Bradley, again came into the limelight and passed Seymour at the wire in the 9th lap and finished second.

In the time trials Seymour's first crack at the record of 59⅕ resulted in his tying it. Baker, Merkel, was unable to do better than 1:01 in two trials, and Goerke, Indian, first made the circuit in 1:03⅖, which mark he later reduced to 1:01⅘. Steinhauser, Bradley, did 1:09⅕.

Graves took the lead at the gun in the 15 miles amateur, and held it until the 13th mile, when he dropped his goggles and stopped to recover them. This was fatal, for Tuebner took the lead and held it to the finish. Early in the race he was bothered considerably by Goerke, who tried hard to close the gap, but could not. Nixon, Merkel, who rode consistently, also passed Goerke when the latter's machine weakened and took second, Goerke coming in third. When he returned Graves made a gallant effort to regain his lost ground but could not. Time, 10:52⅖.

Seymour gave away too great handicaps in the 15 miles handicap for the Evening Times cup, which was open to all previous winners. Nixon, Merkel, with 1¼ miles, never was headed and beat out Steinhauser, Bradley, who had the same allowance. Seymour overhauled Baker, Merkel, who had 1⅛ miles, and finished third. Time, 16:24⅘. Anderson accounted for the curtain raiser, the 10 miles for private owners. His big 7 Indian simply ran away from Seery, who had a 4 single of the same make. Thompson, Merkel, was third. Time, 11:34.

The summaries:

Ten miles private owners—Won by J. Boyd Anderson, Indian; second, Frank Seery, Indian; third, Charles Thompson, Merkel. Time, 11:34.

Ten miles national championship—Won by M. J. Graves, Merkel; second, Irwin Baker, Merkel; third, Walter Goerke, Indian. Time, 10:26⅖.

Fifteen miles amateur—Won by W. J. Tuebner, Merkel; second, Harry Nixon, Merkel; third, Walter Goerke, Indian. Time, 16:46.

One hour national championship—Won by J. Boyd Anderson; Indian; second, Walter Goerke, Indian; third, L. Steinhauser, Bradley. Distance, 54 miles.

Mile time trials—Won by Raymond Seymour, Indian; time, 59⅕ seconds (tying track record); Irwin Baker, Merkel, 1:01; Walter Goerke, Indian, 10:01⅘; L. Steinhauser, Bradley, 1:09⅕.

Fifteen miles handicap—Won by Harry Nixon, Merkel (1¼ miles); second, L. Steinhauser, Bradley (1¼ miles); third, Raymond Seymour, Indian (scratch). Time, 16:24⅘.

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The Social Features of the F. A. M. Meet

From the sociability point of view, it was a fortunate thing for all of those who attended the F. A. M. national meet at Philadelphia that the Century Motor Club had charge of the affair and placed its superb club house at their disposal. Philadelphia is a big place and, as always is the case where such meets are held in large cities, it becomes "lost" and, lacking a central and sociable rallying place, the loss is almost fatal.

The Century club house, 1606 North Broad stret, proved a rallying point of the right sort. The big four story stone structure contains about everything required to promote sociability. There are parlors, reading rooms and billiard rooms, a cafe and a theatre, among other things, and all were placed at the disposal of the F. A. M. members. In fact they were all made visiting members of the club for the period of the meet, and were able to play billiards and sign cafe checks with as much freedom as the regular and resident members of the organization, Secretary Worthington, Treasurer Ennis and Chairman Smith doing their utmost to make everyone feel "at home."

The endurance run started from and finished at the club house, refreshments for the survivors, and others, served on Wednesday night and a home-made vaudeville entertainment at the theatre providing amusement.

The business meetings also were held in the club's theatre, and the run to historic Valley Forge on Thursday started from the club house. It was expected that at least a couple of hundred would make the run to the place so famous in revolutionary lore, but less than forty riders participated. In fact it is no secret that Philadelphians were considerably disappointed at the numbers who attended the meet. They had figured that not less than five hundred would be present and had made their plans accordingly. As a matter of fact, only about half of that number attended. Although centrally located and in convenient proximity to such large cities as New York, Baltimore, Washington and Pittsburg, the attendance from those points was inexplicably meagre.

The smoker at Turf Villa on Thursday evening constituted the chief entertaintainment. In anticipation of a big crowd, the promoters of the meet had provided not merely a good program of vaudeville, but also some two thousand bottles of beer and "soft stuff" and a great heaping of sandwiches. Much of the refreshment went to waste despite the efforts of some of the visitors to prevent it, the process of prevention reducing a few of them to a mellow state.

Coins were showered on the performers who met with favor, and the fact was responsible for perhaps the most amusing and most audacious feature of the occasion. With the jingling of the coin ringing in his ears, a visiting motorcyclist mounted the stage and announced that he had broken the fork on his machine on the run to Valley Forge, and that he would give a performance to assist in defraying the cost of replacement. He was a contortionist, and after going through his various twists and turns he awaited the coins, which came not. The fact, however, did not fease him. He stated that he would pass the hat. The nerve of the young man was so admirable that it served to loosen purses and it is possible that the coin which fell at his feet was sufficient to buy the fork which he so much needed.



THE OFFICIAL PHOTOGRAPH—TAKEN IN FRONT OF THE CENTURY MOTOR CLUB'S HOUSE

Knocking down and running over Lena Stole, a little Italian girl, with his bicycle, almost cost Casoro Malone, of Rome, N. Y., his life last week, and caused a small riot in the Italian colony. The child's screams were heard by her father and several other of his countrymen who ran out and seized the unfortunate cyclist, and stabbed and beat him with clubs. He is in a serious condition. The police arrested several of his assailants.

Had he used toe clips on his bicycle Alonzo Glover, of Brooklyn, N. Y., 16 years old, probably now would not be lying in the Kings county hospital with a fractured skull and other probable mortal injuries. While turning into Flatbush avenue from Eastern parkway at a fast clip Glover's feet slipped from the pedals and in attempting to regain them he steered into a tree.

FIRE SHOW FOR PROVIDENCE FANS

Ruden Provides It at the Expense of Collins' Chances Against Wiley— Loftes the Amateur Star.

Carl Ruden, the Manchester (N.H.) pacemaker, is a most obliging sort of chap, but he does not promise to always treat the Rhode Island "fans" to the thrilling spectacle with which they were regaled at the Providence meeting on Friday night, 5th inst. It occurred during the 50 miles motorpaced race between Collins, Wiley, Carman and Vanoni, which Ruden was pacing Wiley. The pacing machine suddenly caught fire, and although the flames licked him, Ruden pluckily maintained his seat until he could bring the machine to a standstill. Then he scooped up some sand and smothered the burning oil, while the crowd cheered.

The meeting was the largest yet recorded at the Melrose saucer, and the 5,000 spectators were treated to a bangup motorpaced race when the above quartet oiled their joints and got in motion. The race was either Collins' or Wiley's until the finish, and the numerous sprints between this pair kept the packed stands in an uproar all the while the motors were barking. Vanoni lasted only until after the 17th mile, but until he retired he also figured in some killing sprints.

The crowd waxed warmer as the race neared the conclusion. Following the mishap to his pacing machine it was up to Collins to regain nearly a lap Wiley previously had gained. Collins made a brave attempt but the goal was too near and Wiley breezed in a winner by a quarter lap. At least the judges said so, which decision also caused a great commotion. A large part of the crowd considered Collins the victor, but the officials declared the Syracusan.

Another crackerjack race was the five miles scratch for Class A professionals, won by Kramer in 10:23⅗. The finish was a nerve tingler, Kramer barely nipping Fogler. Thirteen riders started, and Williams and Stein ground out a fast pace for the first eight laps. Then Goulette took a hand, with Fogler second and Kramer third. The latter remained in that position until one lap from the finish, when Fogler and Kramer clashed in a sprint, with the result stated. Hehir, Hill and Krebs finished in the order named.

Considerable interest centered in the match between Alvin C. Loftes, the local amateur who recently broke the Boston-New York record, and Charles Lewis another local boy. Loftes won the first heat —a half mile sprint—without half trying, and ended the match when he passed Lewis after a two miles pursuit. The summaries:

Amateur match between Alvin C. Loftes and Charles Lewis—First heat (½ mile) won by Loftes. Time, 1:06⅗. Second heat (unlimited pursuit) and match won by Loftes. Distance, 2 miles. Time, 4:34.

One mile novice—Won by A. Wilkinson; second, Eric Carlson. Time, 2:49⅗.

Two miles handicap, amateur—Won by Alvin C. Loftes; second, Charles Lewis. Time, 4:34⅕.

Five miles scratch, professional Class A —Won by Kramer; second, Fogler; third, Hehir; fourth, Hill; fifth, Krebs. Time, 10:23⅗.

Fifty miles motorpaced, professional—Won by Wiley; second, Collins; third, Carman; fourth, Vanoni. Time, 1:17:13.

Hill Bests Hehir at New Haven.

Another famous "low altitude record" was established at New Haven, Conn., Thursday night last, 11th inst., when Peter Drobach, of South Boston, finished first in the half mile handicap. Drobach rode from the 50 yards mark and covered the distance in 53⅕ seconds, which is only two seconds slower than the actual record made at Salt Lake City by A. J. Clarke.

Aside from this new "record" the feature of the regular weekly meeting was a motorpaced race between Fred Hill, of South Boston, and Patrick Hehir, the Australian. Although neither man was fast enough to shake the track from its foundations they were sufficiently well mated to put up a rattling good battle until near the finish, when Hehir weakened.

Kramer's superior speed held him in good stead in the five miles professional scratch. Kramer won with Fogler blowing his heels and Root in third position. In the third mile Drobach tried a lap steal, and for a time it appeared he would make good, but the Massachusetts lad finally slowed. Floyd Krebs displayed an excellent sprint when he outrode DeMara in the mile invitation professional. The summaries:

One-half mile handicap, professional Class A—Won by Drobach; second, Fogler; third, Mitten; fourth, Kramer. Time, 0:53⅕.

One-half mile handicap, amateur—Won by Miller; second, Gruntsman. Time, 1:05.

Two miles scratch, amateur—Won by Miller; second, Gruntsman. Time, 5:27.

One mile invitation scratch, professional Class A—Won by Krebs; second, DeMara; third, Crebs; fourth, Bardgett; fifth, Goulette. Time, 2:43⅗.

Ten miles motorpaced match, professional—Won by Fred Hill; second, Hehir. Time, 15:11.

Five miles scratch, professional—Won by Kramer; second, Fogler; third, Root; fourth, Krebs; fifth, Moran. Time, 10:30.

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TWO THRILLERS AND A WALK-OVER

Boston Program Gives Goulette a Brilliant Victory—Kramer Captures the Handicap—Collins Has Soft Snap.

Frank L. Kramer, the perennial champion, rode one of the best races of his long and glorious career at the Revere Beach (Mass.) saucer track Saturday night, 6th inst., when he won the mile handicap in the exceptionally fast time of 1 minute 51 seconds. An unusually large crowd cheered the champion for fully five minutes when he finished.

After the trial and semi-final heats were disposed of Fogler, Hehir, Kramer, Krebs, Goulette, Mitten, Williams, Bardgett, Stein, Hill and DeMara got on their marks for the final heat, Kramer, of course, starting from the honor mark. Kramer, Goulette and Fogler mowed down the field in fine style, and at the bell Stein, who had started from the 100 yards, was the only rider remaining unpassed. Fogler and Kramer then began a heartbreaking sprint, the latter winning by inches from Fogler in the fast time above stated. Stein got third.

Although Goulette lacked a finishing sprint in the handicap, he showed class in the 10 miles scratch, which attracted 14 of the fastest riders on the eastern circuit. With only a half mile to go there remained six riders, with Palmer leading and Kramer right on his wheel. When two laps from the goal Goulette electrified the crowd with a jump that carried himself and Hehir around Palmer and Kramer. The latter gave battle to Goulette as Hehir was shaken off, but the Australian had a reserve kick in his pedalic appertainments and nosed in ahead of Kramer, while 5,000 throats yelled hoarse.

Collins, Vanoni and Wiley were the starters in the 25 miles motor paced event, but it proved an off night for little Wiley. In fact, the Syracusan showed none of the speed that has enthused thousands of Boston "fans," and Collins won as he pleased. He finished a mile ahead of Wiley. Vanoni came a cropper in the 21st mile, when a tire punctured and a badly lacerated scalp was the result.

The summaries:

One mile repechage handicap, professional Class A—Won by Kramer (scratch); second, Fogler (20); third, Stein (100). Time, 1:51.

Ten miles scratch, professional Class A —Won by Goulette; second, Kramer; third, Hehir. Time, 22:37⅕.

Twenty-five miles motor paced, professional—Won by Collins; second, Wiley; third, Vanoni. Time, 43:30.

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AMATEURS OUT FOR CHAMPIONSHIPS

First Event of New Series Captured by Henri Van den Dries—DeMara Defeats Hehir at Newark.

Since the National Cycling Association declared the three national amateur championships which were run off in June null and void and incidentally separated the shamateurs from the genuine and nearly genuine "simon pures," there has been much speculation among the followers of the sport as to which rider would fall the title for the present season. The question partly was answered on Sunday last, 7th inst., when the first of the series of five races was held at the Newark (N. J.) Velodrome. The distance of the championship race was one-third mile, and a genuine surprise was in store for 6,000 spectators when Henri Van den Dries demonstrated that he has the ability to "come back." Several years ago Henri Van den Dries was numbered among the top notch metropolitan cracks, but his eyesight became bad and he has not ridden much in the last two years. Van den Dries certainly deserved his honors last Sunday. In the trial, semi-final and final heats he was the first off the mark each time and was never headed. The victory gives Van den Dries the title for the one-third mile distance and also nets him 5 points.

The meet last Sunday was one of the best that Manager Chapman has manufactured this season, and there were thrills and surprises from 3 o'clock until nearly dark. In the half mile handicap Kramer astounded the big crowd when he very cleverly worked himself out of a pocket in the last twelfth and finished second to Root, who also rode a cagey race. There were some murmurs of disapproval when Bardgett, Mitten and Crebs were disqualified in the first heat. They finished in the order named, but Trainer Neville protested that the three riders were in a combination and also had switched Kramer. The disqualification enabled the champion to start in the final heat.

The five miles scratch for Class A men brought about a beautiful finish between Kramer, Root and Bedell, the former winning by a half length from Root, who in turn was a foot closer to the tape than Bedell. The race was effervescent from gun to gong, as there were numerous attempts to steal away.

The Class B men scrapped for meal tickets in a two miles scratch, and Scheller, of San Francisco, led Wright, Magin and Tommy Smith home in a blanket finish. A two miles invitation handicap for Class A riders was won by Fred Hill from 15 yards. After the riders bunched Anderson and Wells appeared to have first and second money tucked away in their jeans, but Hill and Stein came from nowhere and in a dash that brought every lookeron to his feet Hill and Stein outsprinted Anderson and Wells.

Walter DeMara, who left Salt Lake City because he could not ride as roughly as he pleased, had sufficient speed to defeat Patrick Hehir, of Australia, in two heats of their match. The remaining event of the long program was a two miles amateur handicap, which was won by John DeBruyn, Century Road Club of America. Herman Kjeldson, of Denmark, finished second from scratch.

The summaries:

One-third mile championship, amateur—First heat won by Frank Blatz, Jersey City; second, Earl Adams, Montclair. Second heat won by Henri Van den Dries, New York City; second, Chester Smith, Baldwin. Third heat won by Jerome Steinert, C. R. C of A.; second, Lewis Cone, Yale C. C. Fourth heat won by Hardy Jackson, International C. C.; second, Bert Cone, East Orange. First semi-final heat won by Van den Dries; second, Smith. Second semi-final heat won by Adams; second, Cone. Final heat won by Van den Dries; second, Adams; third, Smith; fourth, Cone. Time, 0:45.

Match sprint, professional, between Walter DeMara, Salt Lake City, and Patrick Hehir, Australia—First heat (1 mile) won by DeMara. Time, 2:56⅗. Second heat (½ mile) won by Hehir. Time, 1:09⅘. Third and final heat (1 mile) won by DeMara. Time, 3:50.

One-half mile handicap, professional Class A—Won by Root (10); second, Kramer (scratch); third, West (15); fourth, Billington (60); fifth, Lawrence (55). Time, 0:54⅗.

Three miles scratch, professional Class B—Won by Scheller; second, Wright; third, Magin; fourth, T. Smith. Time, 6:26⅗.

Two miles handicap, amateur—Won by J. DeBruyn, C. R. C. of A. (150); second, Herman Kjeldson, Denmark (scratch). Time, 4:15⅕.

Two miles invitation handicap, professional Class A—Won by Hill (15); second, Stein (35); third, Anderson (scratch); fourth, Wells (200); fifth, Halstead. Time, 4:14⅕.

Five miles scratch, professional Class A—Won by Kramer; second, Root; third, John Bedell; fourth, Bardgett; fifth, DeMara. Time, 10:36⅘.

Verlinden's New Unpaced Records.

The unpaced records against time, recently made by Verlinden, a Belgian crack, formally have been accepted by the Union Cycliste Internationale. The new marks and the times they replaced are given, the latter in parenthesis: 1 kilometer, 1:09⅗ (Jap Eden, 1:16⅗); 2 kilometers, 2:42⅗ (Dufuax, 2:46⅘); 4 kilometers, 5:31⅘ (Berthet, 5:34⅖); 5 kilometers, 6:56⅘ (Berthet, 6:58⅖).

WILEY WINS THE 100 KILOMETERS

Collins, Hill and DeMara Yield to His Prowess in Providence Grind Behind Pace—Sensational Sprints.

Providence, R. I., assumed a decidedly European atmosphere on Tuesday night last, 9th inst., when the first 100 kilometres motor paced race of the season held sway at the Melrose eight laps saucer track, and in the running of which George Wiley, of Syracuse, N. Y., displayed sufficient speed to land him home a winner by 1¾ miles over Elmer Collins, his only real rival. The other contenders were Walter DeMara, who claims Providence as his birthplace, and Fred Hill, of Boston.

That the long distance race was thoroughly appreciated by the Providence "fans" was attested by the ovation accorded the participants whenever there was a sharp encounter between the quartet. Collins and Wiley both conceded handicaps to DeMara and Hill, the former getting 4 miles and Hill half that distance. Wiley led from the start, but Collins fought doggedly until the 15th mile, when a puncture netted him a loss of 9 laps. Sensational sprints between Wiley and Collins were numerous, and both these riders lapped DeMara and Hill at will. Hill's handicap was overcome by Wiley in the 23d mile and DeMara was passed 10 miles later. Wiley's motor petered out in the 50th mile, and things begin to look better for Collins, who made up 5 of the 12 laps lost, but in the 54th mile Collins again suffered misfortune and Wiley polled an advantage of 2 miles. The Syracusan finished the 62½ miles in 1:39:11⅗, which is good traveling for a small track.

The curtain-raising half mile amateur handicap was won by Eric Carlson, of Providence, from the 75 yards mark, and Henry Johnson, another local crack, who was placed at 70 yards. The mile amateur scratch was easy for Alvin Loftes; Charles Lewis was the runner up.

The summaries:

One-half mile handicap, amateur—Won by Eric Carlson (75); second, Henry Johnson (70); third, Oscar Lundin (85). Time, 1:02⅕.

One mile scratch, amateur—Won by Alvin Loftes; second, William Lewis; third, William Turville. Time, 2:19⅗.

One hundred kilometres (62½ miles) motor paced handicap, professional—Won by Wiley (scratch); second, Collins (scratch); third, DeMara (4 miles); fourth, F. Hill (2 miles). Time, 1:39:11⅗.

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MORE RECORDS FALL TO CLARKE

Uninterrupted Victories for Australian at Salt Lake—"Major" Taylor Appears in a Paced Exhibition.

Salt Lake City, August 3.—If A. J. Clarke is not the greatest sprinter in the world there are certainly a few thousand people in this city who opine that he comes within an ace of that classification. The popular little Australian last night showed barrels of speed, and everyone who witnessed his magnificent exhibition felt in his heart that even the great Kramer could not have defeated Clarke. He swept everything before him as though he were a wind-blown prairie fire and when the officials had opportunity to reckon up they found that Clarke had won the half mile scratch and the two miles handicap, in the latter event breaking the world's record by nearly two seconds. For a dessert he tackled the world's unpaced mile, held by W. E. Samuelson in 1:53⅗ since 1901, and gave it a beautiful wallop to the tune of 1:52. Clarke's riding was a treat to behold—it was magnificent!

The night was ideal for record-breaking, and this fact induced Manager Heagren to send the dapper little Australian after the world's mile record without pace. Macfarland stood on one side of the track and Mory Gordon, a trainer, took a position at the opposite side, and Macfarland's "kidding" made Clarke mad. He took the bit in his mouth and streaked around the pine bowl, and when the crowd saw the look of resolution on Clarke's face they knew it spelled a new record. And he did not disappoint them.

The second record was established in the two miles handicap, the previous record of 3:40 having been established by Clarke less than two weeks before. Downing, Pye and Macfarland pulled Clarke up to the killing pace that was being set by the lap chasers in front, and once there Lawson carried him to the front. Clarke finished the last two laps in front with a whirlwind sprint that no one could hold. The time—3:38⅕—is truly phenomenal.

The Duer-Wilcox motor paced race appeared to be easy picking for the former. In the first heat Duer let Wilcox lead for a few laps, then passed with a rush that made Wilcox imagine a tornado was bearing down upon him. In the second heat Duer assumed the lead at the start and was never in danger, despite two threatening sprints by Wilcox.

The five miles western championship for amateurs was one of the classy events of the evening. There were 24 starters and the most remarkable part of the affair was the absence of a single spill. Colvin won the race in a manner that would have done credit to Macfarland. He used his head as well as his legs, and managed to keep out of the whirl of the lap chasers, although always within striking distance of the leaders. There were several attempts to pocket Colvin in the last few laps, but he cleverly extricated himself each time, and in the last two laps fought Huey off by a pretty sprint. Colvin is one of the latest additions to the amateur ranks, and his masterly ride predicts a great career if he keeps his amateur status unsullied.

Brodbeck and Pye indulged in match pursuit, but the former amateur was off his feed and chasing after Pye did not appeal to his gastronomic ideals. The Pye landed on Brodbeck after two miles of cooking pace. The summaries:

One-half mile scratch, professional—Won by Clarke; second, Lawson; third, Macfarland; fourth, Walker. Time, 0:57⅘.



Five miles motor paced, professional—First heat won by Duer; second, Wilcox. Time, 7:08⅘. Second heat won by Duer. Time, 7:03⅖.

Unlimited match pursuit, professional—Won by A. E. Pye; second, Brodbeck. Distance, 2 miles 2 laps 180 yards. Time, 4:57.

Five miles western championship, amateur—Won by Colvin; second, Huey; third, Young; fourth, Gemple. Time, 11:10⅖.

Two miles handicap, professional—Won by Clarke (scratch); second, Walker (80); third, Lawson (scratch); fourth, Burris (110). Time, 3:38⅕ (world's record).

One mile unpaced against time, professional—By A. J. Clarke. Time, 1:52 (world's record).

Salt Lake City, August 6.—That "Major" Taylor is yet a drawing card was conclusively proved at the Salt Palace saucer last evening when an overflow crowd—the largest since the opening meet—greeted the first appearance of the dusky sprinter in this city. The former world's champion rode only a paced exhibition—a quarter mile—in which he failed to equal his own world's record by one and three-fifths seconds. Taylor covered the distance in 21⅗ seconds.

Taylor has been brought to Salt Lake City for the express purpose of meeting Iver Lawson and A. J. Clarke in a series of match races, and in the securing of the negro Manager Heagren incidentally turned a trick on his old rival, John Chapman, who also wanted Taylor to ride in the east. Despite the fact Taylor has not ridden this season he has shown barrels of speed in training, and there are some people here who think he will stand an even chance in the matches.

The race which made the greatest hit with the "fans" happened to be an amateur race—the unlimited pursuit—and to say that the crowd went wild is putting it mildly. Colvin, who was generally conceded to have an excellent chance for first money, was caught sound asleep at the very start, and before he could get going Herman nipped him out of the running. Schmerz, Young and Gemple were the three finalists, and for fully two miles it was nip and tuck between them. Young and Gemple fought it out for dear life until they were "all in," while Schmerz, who had been riding a steady grind all by himself, finally surprised the crowd and the other two riders as well by turning loose a sprint. He overhauled and passed the other two riders, and was given a great ovation when he dismounted and collapsed.

A puncture put Hardy Downing out of the 10 miles motorpaced match with Agraz when he had the race practically won. With a half mile to go and trailing Agraz for a gain of a lap, Downing's front tire flattened and he narrowly escaped a bad fall. Clarke had no trouble winning the two miles scratch from Lawson and Dorlon and Wilcox finished first and second in the mile invitation. The summaries:

One mile invitation handicap, professional—Won by Dorlon (75); second, Wilcox (65); third, Achorn (100); fourth, Walker (scratch); fifth, Carslake (50). Time, 1:51.

Unknown distance scratch, amateur—Won by Colvin; second, Rodberg; third, Gemple; fourth, Taylor. Time, 4:48.

One-quarter mile paced against time, professional—By "Major" Taylor. Time, 0:21⅗.

Unlimited pursuit, amateur—Won by Schmerz; second, Young; third, Gemple; fourth, Herman. Distance, 5 miles 5 laps 70 yards. Time, 13:29.

Two miles scratch, professional—Won by Clarke; second, Lawson; third, Walker; fourth, Pye. Time, 3:45⅕.

Ten miles motorpaced match, professional—Won by Agraz; second, Downing. Time, 14:21⅗.

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Not one casing was changed in the 500 miles and not one case of tire trouble except a simple puncture or two was experienced by riders of Morgan & Wright Tires.

At the Track

In Friday's events they won first and second in every event except in a local race for Philadelphia riders: winning one, two, three in the National Mile Championship and breaking the mile track record by 6 3-5 seconds.

In Saturday's events they won the first, second and third race, including the 10 mile National Invitation, G & J Cup race and the one hour National Championship race, also one mile Time Trial race and the Special 15 mile event for winners.

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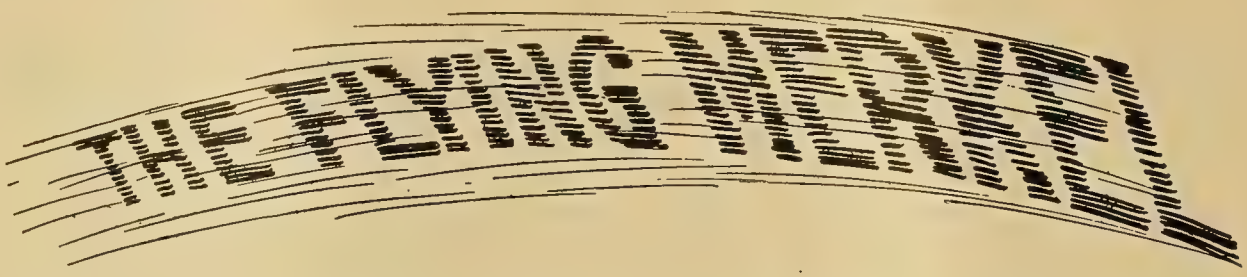
There were four members of the team and they all finished despite the fierce rain and the fierce mud.

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Second—Harry Nixon on a Merkel . . .

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Special Event for Evening Times' Cup—

For all winners (15 miles) won by Harry Nixon on a Merkel 16:24 4-5

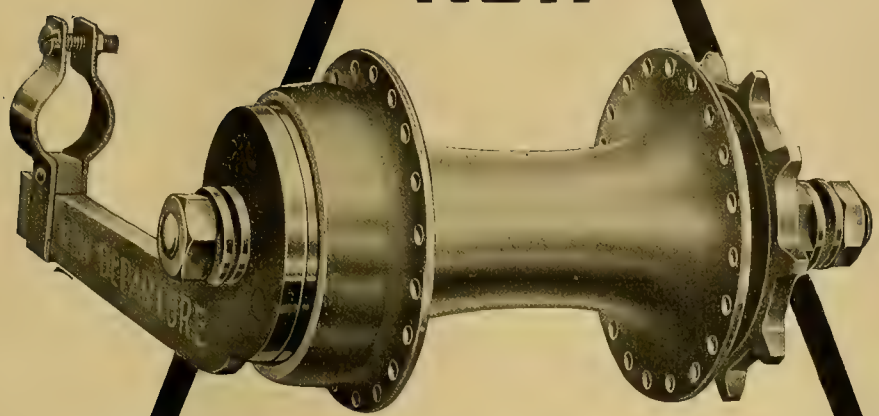
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NEWARK TRACK MAY BE DOOMED

Plans for Expanding Park Property Reveals Possible Absorption of Velodrome—Management Reticent.

Whether or not the Newark (N. J.) Velodrome will pass out of existence this season is not yet apparent, but it is certain that the present lease of the property now covered by the famous 6-laps board track will expire in October, and that it will not be renewed. This announcement was made early this week.

The property upon which the track is located is owned by Gottfried Kruger, who also owns the Electric Park property, adjoining. The lease of the bicycle track property is held by Charles B. Bloemecke, who, in turn, sublets it to the present owners of the Newark Velodrome.

Through a deal effected last week the bicycle track property will be taken over, when the lease expires, and included in a big amusement resort to be called the White City. The plant will cost more than half a million dollars. Electric Park will be extended over the present bicycle track enclosure, while at the same time the place will be given greater depth than at the present. The enterprise will be promoted by the Electric Park Amusement Company, of which Charles A. Dunlap, manager of Electric Park, is president. The company is said to have the backing of the owner of the property.

The fact that the park company has placed contracts for the building of two novel rides, somewhat after the order of the scenic railways, and which will cost $50,000, it is said, caused a leak concerning the plans. It had been intended to keep them secret until the end of the bicycle racing season, at least. In the meantime, it was said, the track operators hoped to try to persuade Mr. Krueger again to lease the place for the races. While no public move had been made to indicate that Mr. Krueger would refuse a renewal, the letting of contracts for the rides is taken to indicate the course he will follow. Interested parties said the devices were being planned in the present park. When it was pointed out that more space than could be spared would be covered by them, the admission was made that the extension of Electric Park was contemplated next year. When this point was made to Mr. Dunlap, he finally admitted the plans, and said:

"Next October we will take over the track and begin at once the construction of the White City, which will be the largest amusement place in this state. The rides are being built now and will be ready by next spring. Landscape gardeners are working on plans to lay out streams, plant trees and otherwise beautify the place. A big zoological garden is to be part of it and a lake will be made in the southerly end, with an aquarium adjoining. On the lakes will be a flock of flamingoes, sheldrakes, cassowaries and cranes."

Just what will be done in regard to the bicycle track is not known at the present time. According to the plans of the amusement company, there will not be room for all the proposed improvements and the bicycle track at the same time, so it may be necessary to raze the present 6-laps structure and build another track, if a suitable site can be secured. The owners of the track are reticent concerning their future plans, but it is certain that they are not idle, as bicycle racing in Newark is such a profitable enterprise that the promoters of the meets will be loath to sharing the profits with others, which would be the case if the track was included in the scheme of the proposed White City.

Caught After Three Years' Stealing.

Apprehended through the "peaching" of a member of the band when the latter was caught, Anthony Bock, 15 years old, amazed the police of Trenton, N. J., last week by coolly testifying on the witness stand that he was the leader of a gang of bicycle thieves which had operated successfully for the last three years under his direction and had stolen hundreds of wheels. Through clever altering, the stolen machines were so changed that their owners would not recognize them, and the band cleared a small fortune through their operations. It was the first time that a member had turned traitor.

Fatal Result of Bicycle Collision.

Three hours after Lucian Dunbar, of Jacksonville, Fla., 18 years old, collided with a friend, both of whom were riding bicycles, he was dead, although there was not a mark of any kind on his body. A medical examination disclosed that Dunbar, who had been subject to hemophilia, or profuse bleeding of the slightest wounds, had died of internal bleeding, due to the bursting of a blood vessel by the fall.

Chadeayne Purchases Gold Mine.

W. C. Chadeayne, of the Greyhound Motor Works, Buffalo, N. Y., who in 1905 boke the cross-continent motorcycle record, is again in San Francisco. Chadeayne, who is one of the best sports that ever straddled a motor, has, according to reports from the Pacific coast, purchased a gold mine and soon expects to use nuggets for marbles.



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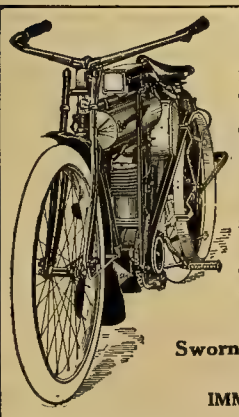
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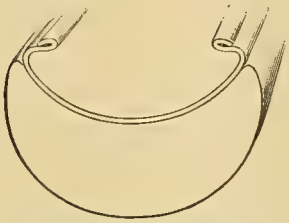
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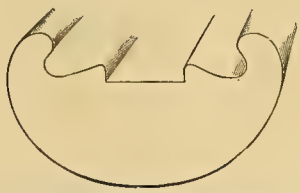
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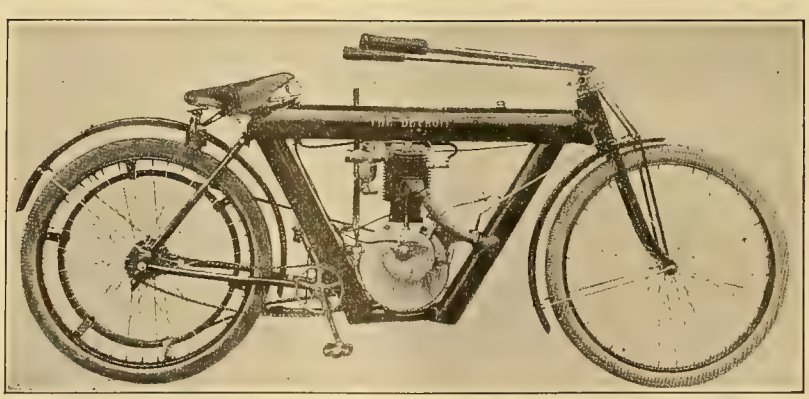
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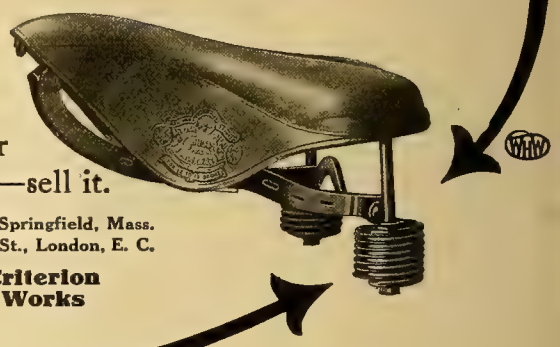


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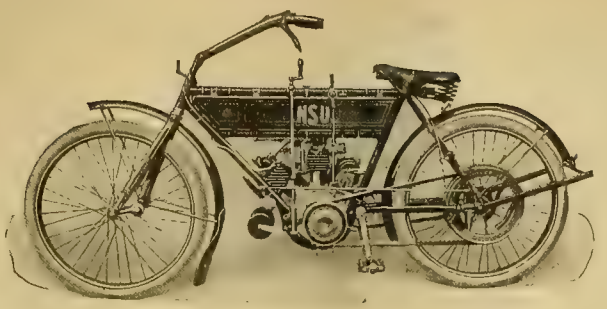
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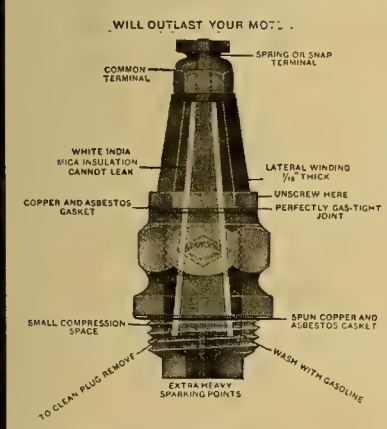
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wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



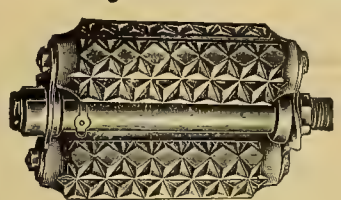
NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

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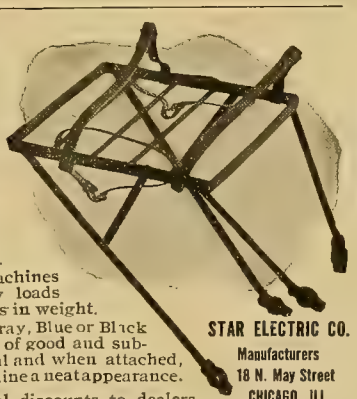
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Motorcycle Chain Adjusters, Pedal Rubbers, Stee Mud Guards, Braces, Lacing, Bolts Nuts, Washers.
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It can be used on most standard makes of machines and will carry loads up to 200 pounds in weight.
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Our Agency proposition is the best yet. We give a discount that will make you money. Write us.
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WEAR LONGEST
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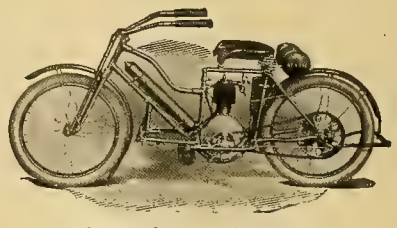
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Two Speed, Free Motor, Hand Cranked Motor, Comfortable Form Seat



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Sounds a harmonious bird-like trill. Operated from exhaust. Gives no back pressure.

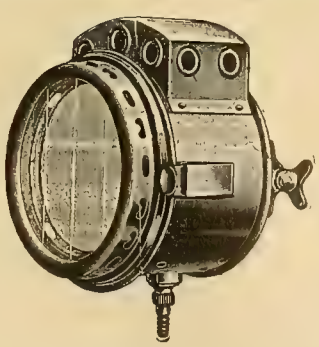
Attached quickly and without expense—simply clamped to exhaust pipe.

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Nickel plated, $1.00 extra

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No. 106—Price each, $3.00

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MOTORCYCLE SEARCHLIGHTS

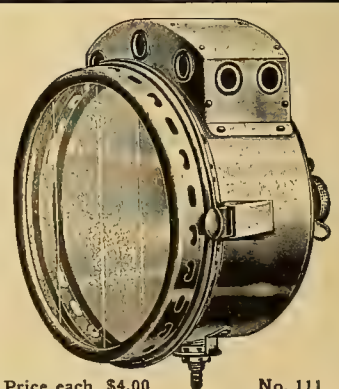
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TWO SIZES { No. 106—4⅘ inches high; weighs 9 ounces. No. 111—6 inches high; weighs 12 ounces.

We carry everything for the motorcyclist. Dealers should write for our new catalog and trade discounts.

We have an interesting proposition to dealers. Address Dept. B

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Price each, $4.00 No. 111

WHEN experienced tradesmen get together and "talk tires"

and grow confidential, it is rare that admission and agreement does not follow that

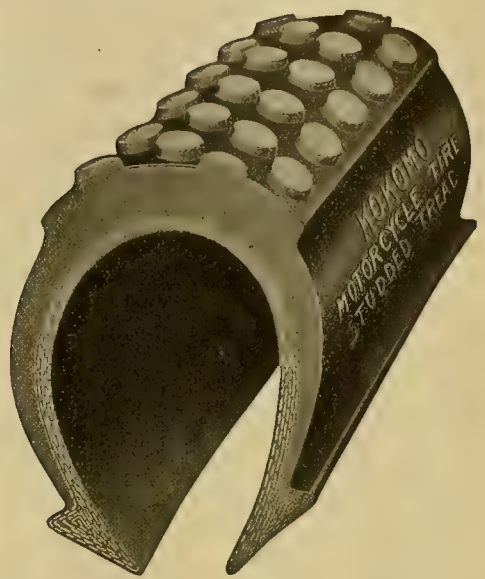
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FOR BICYCLES

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always have been the best values ever offered.

They always have been safe quality and it never has been tinkered with. The Kokomo formula was right from the beginning.







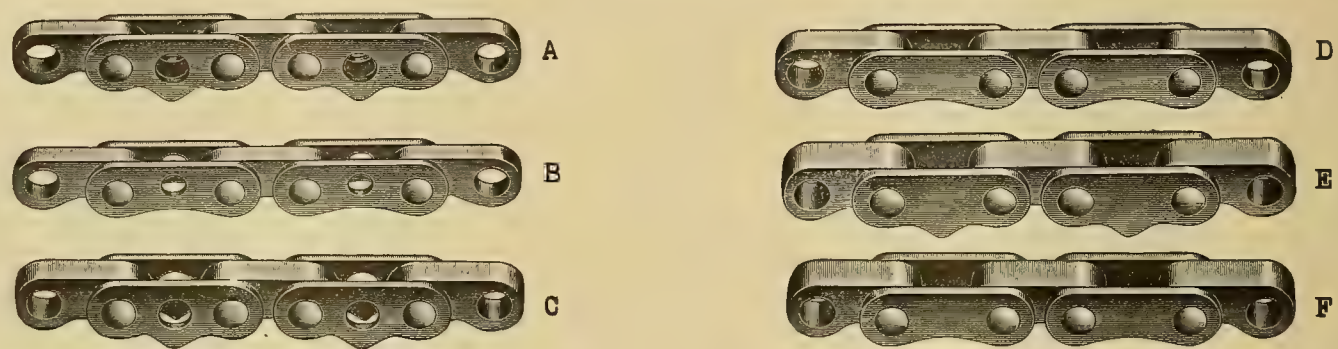


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KOKOMO, INDIANA



"Whitney" Chains are made in one of the most modern of American fire-proof factories.



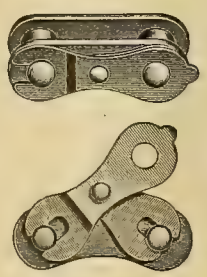
If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE

Our New Roller Chains ⅝" Pitch

For Motorcycles, Etc.



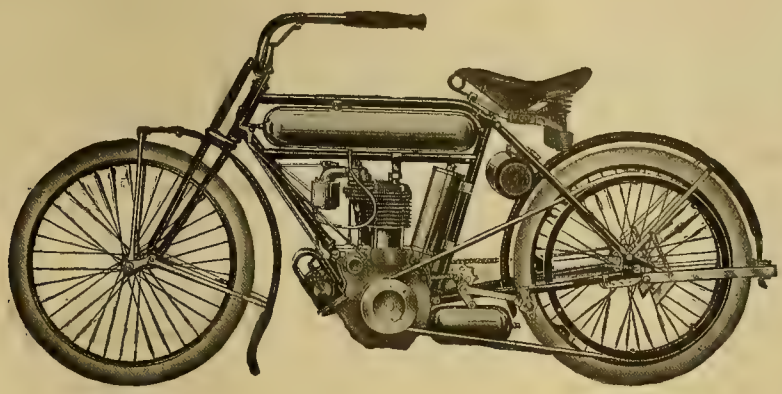
New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains



THE WHITNEY MFG. COMPANY

Hartford, Connecticut



Well, What About the M.M. Now?

We have been telling you that the M. M. was the goods.

Now it has been proven beyond the faintest shadow of a doubt.

The F. A. M. run, just finished, was the most strenuous run ever held in this country.

130 started —24 finished
3 M.M.'s started— 3 M.M.'s finished

Greene, Bowser and Lyons used regular stock machines picked at random from Greene's Chicago stock.

CLOSE FOR THE M.M. AGENCY AT ONCE
1911 Models Ready for Immediate Delivery

AMERICAN MOTOR COMPANY

700 Center Street Members M. M. A. **Brockton, Mass.**

DISTRIBUTORS—W. C. Marsh, 173 Huntington Ave., Boston; L. E. French, 895 Main St., Buffalo, N. Y.; Geo. P. Jenkins, 10 W. 60th St., New York City; G. M. Greene, 2127 Michigan Ave., Chicago, Ill.; Lincoln Holland, 1034 So. Main St., Los Angeles, Cal.; American Motor Company of Texas, M. M. Building, Dallas, Texas.

THE SURVIVAL OF THE FITTEST

3.
3692

POSTAL TELEGRAPH — COMMERCIAL CABLES

INDEPENDENT COMPETITIVE PROGRESSIVE

NIGHT LETTERGRAM

The Postal Telegraph-Cable Company (Incorporated) transmits and delivers this night lettergram subject to the terms and conditions printed on the back of this blank.
CLARENCE H. MACKAY, PRESIDENT.

COUNTER NUMBER.	TIME FILED. M.	CHECK

Send the following night lettergram, without repeating, subject to the terms and conditions printed on the back hereof, which are hereby agreed to.

Philadelphia, Pa., August 10, 1910.

G & J TIRE CO.,
Indianapolis, Ind.

Only twenty-two riders finished within time limit, twelve of whom were equipped with G & J Tires. Morgan & Wright seven, Goodrich three. Heartiest congratulations.

F. X. BERRODIN.

The above results of the F. A. M. Endurance Run prove beyond any doubt the value and superiority of

G & J TIRES

the product of a factory whose slogan of QUALITY—SERVICE—SATISFACTION is always maintained.

G & J TIRE CO.
Indianapolis, Ind.

In Conference at Headquarters

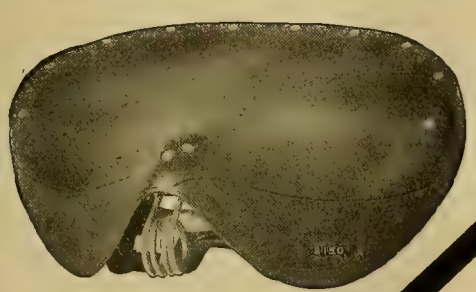
OUR SALESMEN are assembled in conference. Before long, primed with fresh ideas, they will call upon the trade. It has been a great Pope season and it's going strong yet. But it is time to think of 1911. Every Pope dealer has the best of reasons for believing that it will far surpass 1910.

Start the new season right. If you are not already handling Pope wheels don't close until you have heard our proposition—either through a traveler or by mail.

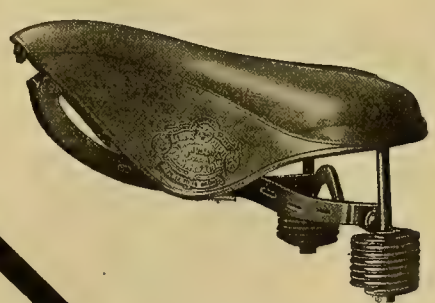
If you are ready now, or in a receptive mood, write us today.

THE POPE MANUFACTURING CO., Hartford, Conn.

The original and only genuine compound spring Saddle is the BROOKS



The BROOKS B150 Motorcycle Seat with Compound Springs



The BROOKS B104 Motorcycle Saddle with Compound Springs

Remember, that when placing your orders—

Remember, that the Compound Spring, as we make it, can only be obtained in Saddles that bear that name—

Remember, that that spring *entirely absorbs vibration* and ensures to every rider of the BROOKS perfect comfort—perfect luxury—

Remember, that BROOKS is BEST, and whether it be cycle or motorcycle saddle which you offer, that name will greatly assist you in the selling.

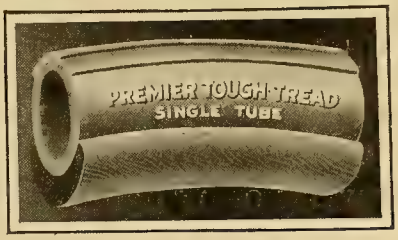
Sole Agents for Motor Saddles, THE HENDEE MANUFACTURING CO., Springfield. Mass.
Sole Agents for Cycle Saddles, BROWN BROS, LTD., 22-34 Gt. Eastern St, London, E. C.

J. B. BROOKS & CO., Ltd., 73 Criterion Works, Birmingham, England

FISK *Quality* BICYCLE TIRES

WHEELMEN who take a pride in their mounts and have due regard for economy of maintenance invariably choose Fisk Quality Bicycle Tires.

FISK PREMIER TOUGH TREAD ROAD TIRE is a medium priced tire designed for hard service. It has three layers of close woven fabric and an extra raised tread, a combination making the tire practically puncture proof.



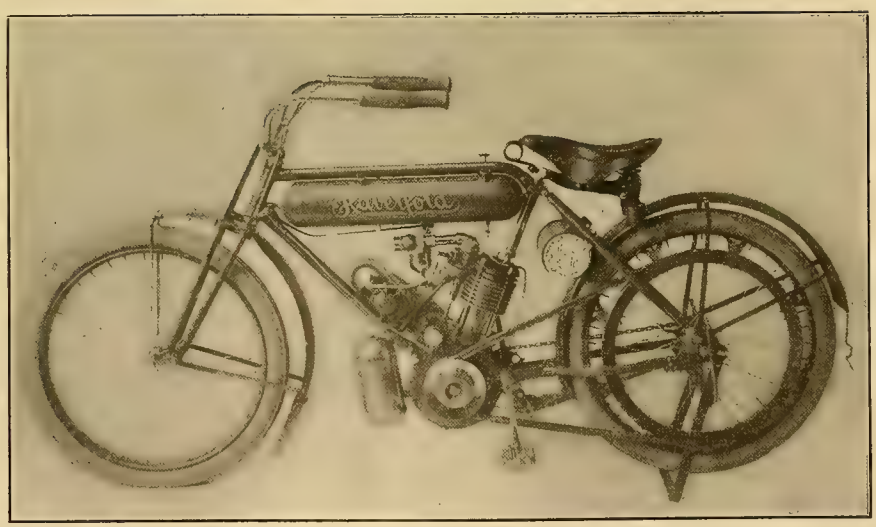
FISK CLOSE WOVEN construction is more stable in character and is less liable to punctures. Has a high degree of resiliency. Utility and service, rather than speed, are its essential qualities. The threads cross one another squarely and make a mesh that will stand more abuse.

Write for illustrated booklet and prices of Fisk Quality Bicycle Tires.

THE FISK RUBBER COMPANY

Department E — *Branches in Seventeen Cities* — Chicopee Falls, Mass.

THE HAVERFORD Sets a New Standard of Motorcycle Value



A guarantee of speed, durability, dependability and comfort to the owner.

A guarantee of big profits for the wide-awake agent.

$150 Equipped with Battery Ignition

$185 Equipped with Bosch Magneto

Model H, Schebler Carbureter

Do you want to be a live agent or the satisfied owner?

Catalogue or agents selling proposition on request.

1911 MODEL Bosch Equipped **NOW READY**

HAVERFORD CYCLE COMPANY

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.
427 10th ST., N. W., WASHINGTON, D. C.
763 MAIN ST., BUFFALO, N. Y.
1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.

Pittsfield Motorcycle COILS

provide a sure, sharp, hot spark from even a faint primary. No motorcycle service is hard for them, or can lessen their remarkable efficiency.

Supplied with either flat or conical end. The one cylinder, four lead Pittsfield Coil sells for $8.00, and the two cylinder, five lead Pittsfield Coil sells for $9.00.

Pittsfield Spark Coil Co.

DALTON, MASS.

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It's the New Rubber In this Tire

that makes it so easy to repair, either by plugs or vulcanization—

And prolongs its life far beyond that of the ordinary tire.

And *this* makes new tire customers for you and keeps old customers loyal.

Only the finest grade of *new* Para rubber, as nearly pure as will vulcanize properly, is ever used in a Goodyear Pathfinder Single Tube Bicycle Tire.

Instead of using the best rubber obtainable, we could use cheaper grades. It would be easy to substitute rubber that costs one-third of what we pay, or we could use even "reclaimed" rubber from the junk pile.

But it wouldn't make a tire that lasts—and it wouldn't make a tire that can be repaired. It wouldn't make a **Goodyear Pathfinder.**

The fabric used in the Goodyear Pathfinder is a special, closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

There's a whole lot more money in selling a tire that lasts, and can be repaired, than the other kind. When a tire goes to pieces before it has given any service, it makes the customer *sore*, no matter how little he paid for it. He forgets that.

But 600 dealers—one to a town—in all parts of the country are making money and increasing business on the Goodyear Pathfinder Single Tube Tire.

That ought to mean something to *you.*

Write us if we are not represented in your town. Get our proposition.

The Goodyear Tire and Rubber Company

Moal Street, AKRON, OHIO.

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 E. Seventh St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.



See Prest-O-Lite Tank on Cross Bar

You fellows may not like policemen very well, because the chances are they have given you a little trouble when you were doing some speeding on your own account. But you must give them credit for one thing—all their equipment is up-to-date. There is no half way business about that.

That's the reason motorcycle policemen all over the country are having their mounts equipped with

Prest-O-Lite

"Look for the Tank"

It's the light that never fails, always reliable, and always ready for use. A turn of the valve floods the road far ahead with the same light automobiles use.

Better pattern after our friends the police, and get the best.

Price, $10.00. It gives 40 hours of light. When empty, can be exchanged for a new one at any dealer's for 60 cents.

The Prest-O-Lite Company 245 East South Street Indianapolis, Ind.

Branches at New York, Boston, Philadelphia. Pittsburg, Cleveland, Chicago, Detroit, Providence, Minneapolis, Omaha, Dallas, Milwaukee, Los Angeles, Kansas City and San Francisco.

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

—

STANDARD RUBBER PEDALS

—

SAGER TOE CLIPS
CYCLE AND MOTORCYCLE TYPES

ALL are necessities; all are ready sellers and in continued demand. All are top-notchers. No stock is complete without them.

QUOTATIONS ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

The more you consider the results of the F. A. M. Endurance Contest, the more the

Tremendous Supremacy of the *Thor*

is made plain.

Think of it! Of 125 starters only 24 finished, of whom 4 rode the *Thor* IV, which is one-sixth of the total. The other 20 survivors were distributed among seven (7) different makes of motorcycle. Of course the world knows that there were only 3 perfect scores and that the *Thor* IV got all of them. There never was a contest in which the superiority of one machine was so thoroughly demonstrated. The *Thor* is not merely a fair-weather machine. As it proved, it is equal to both mud and mountains. Its quality always has been famous. Its internal gear transmission is not the least of its notable features. If you have not already done so, "take a look" and it will assist you in understanding why it is the only machine capable of perfect scores in mud and mountains.

The remarkable demonstration of *Thor* supremacy has quickened the flow of applications for *Thor* agencies. Have you filed yours yet? There's no time to lose.

AURORA AUTOMATIC MACHINERY CO.

Thor Building **Chicago, Illinois**

DISTRIBUTORS:

A. FREED, San Francisco, Cal.
J. S. LENG & SONS CO., New York, N. Y.
MOTORCYCLE SPECIALTY CO., Boston, Mass.
GUS HABICH, Indianapolis, Ind.
FRED WILLIAMS, Denver, Col.
McGRAW BROS. CO., Jacksonville, Fla.

THE MUSSELMAN
Automatic Coaster and Brake



A Child can put it together.

The Brake Without
The Side-Arm

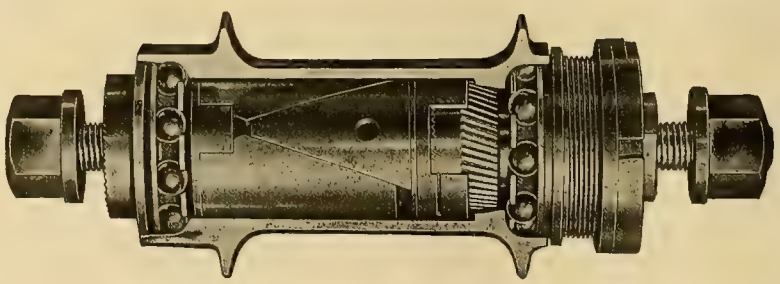
STRONG LIGHT
SMALL POSITIVE
SIMPLE SENSITIVE

The Brake Without
The Lock-Washer



"Weighs only 25 ounces."

It's the only genuine automatic coaster brake made; it does its work without the assistance of springs, levers, braces, side arms, etc., and is absolutely free in coasting, positive and sensitive in driving and braking. No clicking or rattling at any time.



Sectional View Showing Arrangements of Parts.

WRITE FOR A DESCRIPTIVE BOOKLET, "THE ARMLESS WONDER."

THE MIAMI CYCLE & MFG. CO., Middletown, O.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED · 1877 ·

Vol. LXI. New York, U. S. A., Saturday, August 20, 1910. No. 22

READING STANDARD IN STRAITS

After Much Leniency, Creditors Finally Apply for Appointment of Receiver—Thorough Reorganization in View.

What has been expected would occur at almost any time during the past three months came to pass this (Saturday) morning: a petition in bankruptcy was filed against the Reading Standard Co., of Reading, Pa. and the appointment of a receiver applied for.

In round figures, the company's liabilities are $181,000 and its assets $267,000. There are some 250 creditors, but by far the greater number are for small amounts. Most of the money is due about a score of the well known manufacturers of parts and equipment who practically have been carrying the Reading Standard Co. for a year or more, and who are involved for sums ranging from $2,000 to $20,000.

The financial straits of the concern have been a matter of trade knowledge and trade gossip for several months, although as a matter of fact it has skated on thin ice during several years and only the leniency of its creditors saved it from going to the wall on at least three previous occasions. Three months ago its condition became such that the creditors stepped in and appointed what was styled an advisory committee to assist in conducting the company's affairs and to try to keep its head above water. They found great quantities of unmanufactured and half-manufactured and more or less experimental stuff on hand, the value of which was said to approximate $100,000, and it was hoped that most of this could be converted into cash. But the hope was vain and last week and after C. E. Woods, a factory organizer and expert previously identified with the Westinghouse interests, had spent a month in the plant, the creditors got together and decided that bankruptcy proceedings as the first step toward a complete reorganization, were the only solution of the problem.

Now that this move has been made, Mr. Woods, acting under the receivers, will be placed in charge of the Reading plant and, it is believed, he will be able to bring out its possibilities under competent management, that is to say, an output of 15,000 bicycles and 3,000 motorcycles per year.

Slipshod management is said to be the underlying cause of all the trouble. So much time and money have been devoted to the production and exploitation of motorcycles that a once profitable and still considerable business in bicycles has more or less gone to seed. Large sums have been wasted in making experiments and changes in the R-S motorcycles and in the endeavor to produce a variety of models, and for several succeeding years the production and delivery of these goods has been delayed until the active season for them has so far spent itself that a quick turnover was not possible.

The reorganization will be radical and far-reaching, and as a result a better and stronger Reading Standard Co. will be evolved. W. F. Remppis, president and manager of the company, will remain with it, for the present, at least.

Broadwell to Retire from Tire Trade.

E. H. Broadwell, vice-president of the Fisk Rubber Co. and so long identified with that company as to seem a permanent fixture, unexpectedly has tendered his resignation, which becomes effective September 1st. On that date he will become vice-president of the Hudson Motor Car Co., Detroit, in which city Broadwell for years was the Fisk representative, but he has traveled so extensively that he is one of the best known men in the tire and rubber trade.

NEW YORK TRADE GETS TOGETHER

Preliminary Organization Effected at Large and Interested Meeting Marked by Plain Speech—Objects in View.

New York City now may be said to possess a cycle trade organization. While it is not thoroughly organized it is more than a mere movement, as at a meeting held on Monday evening last, 15th inst., a resolution was adopted forming the Cycle and Kindred Trades Association of Greater New York.

The meeting grew out of a general call issued as a result of two preliminary gatherings. It was held in Turn Hall, 917 Eighth avenue, and the number of tradesmen that attended was as unexpected as it was gratifyingly large. No less than 58 of them put in an appearance, all branches of the trade being represented.

A. Scaisson, of the Progressive Cycle & Automobile Supply Co., served as temporary chairman, and H. A. Gliesman as temporary secretary.

While one of those present objected to the presence of anyone identified with the jobbing trade, as a whole the meeting was harmonious and marked by a display of real and serious interest.

A. H. Kay, of the Goodrich company, and A. E. Griffiths, of the Reading Standard Co., representing the manufacturing trade, both expressed a desire to co-operat. M. Ghiz and Mr. Scaisson spoke in the same strain for the jobbing trade. Among the dealers who spoke and gave assurance of support were G. Rotholz, A. W. Harris, B. Glemba, Victor J. Lind, W. Warob, A. Levrant, who, with Ghiz, originally undertook the movement; A. Slee, H. A. Phillips, M. Goldman, F. B. Widmayer, L. H. Cornish, T. J. Sixsmith and

H. A. Gliesman. Several good suggestions regarding objects which may be served, abuses remedied and reforms instituted were made by those who spoke.

In his remarks Lind declared that organization was the only salvation of the bicycle dealers. He said that "now that the bicycle manufacturers, motorcycle manufacturers, coaster brake manufacturers, accessory and parts manufacturers and the jobbers each had their respective organizations, unless the retail trade had an association to take up its cudgels it would be lost."

Honest old Tom Sixsmith made the hit of the evening. Declaring that he did not know how to make a speech, he let fall this great truth: "I tell you it is all right to form an association and to say and to promise that you will do this thing or that thing, but the chief point is to do it. I am going to join this organization and I am going to do everything I promise to do, and that the association asks me to do, and if the others will do likewise results are certain."

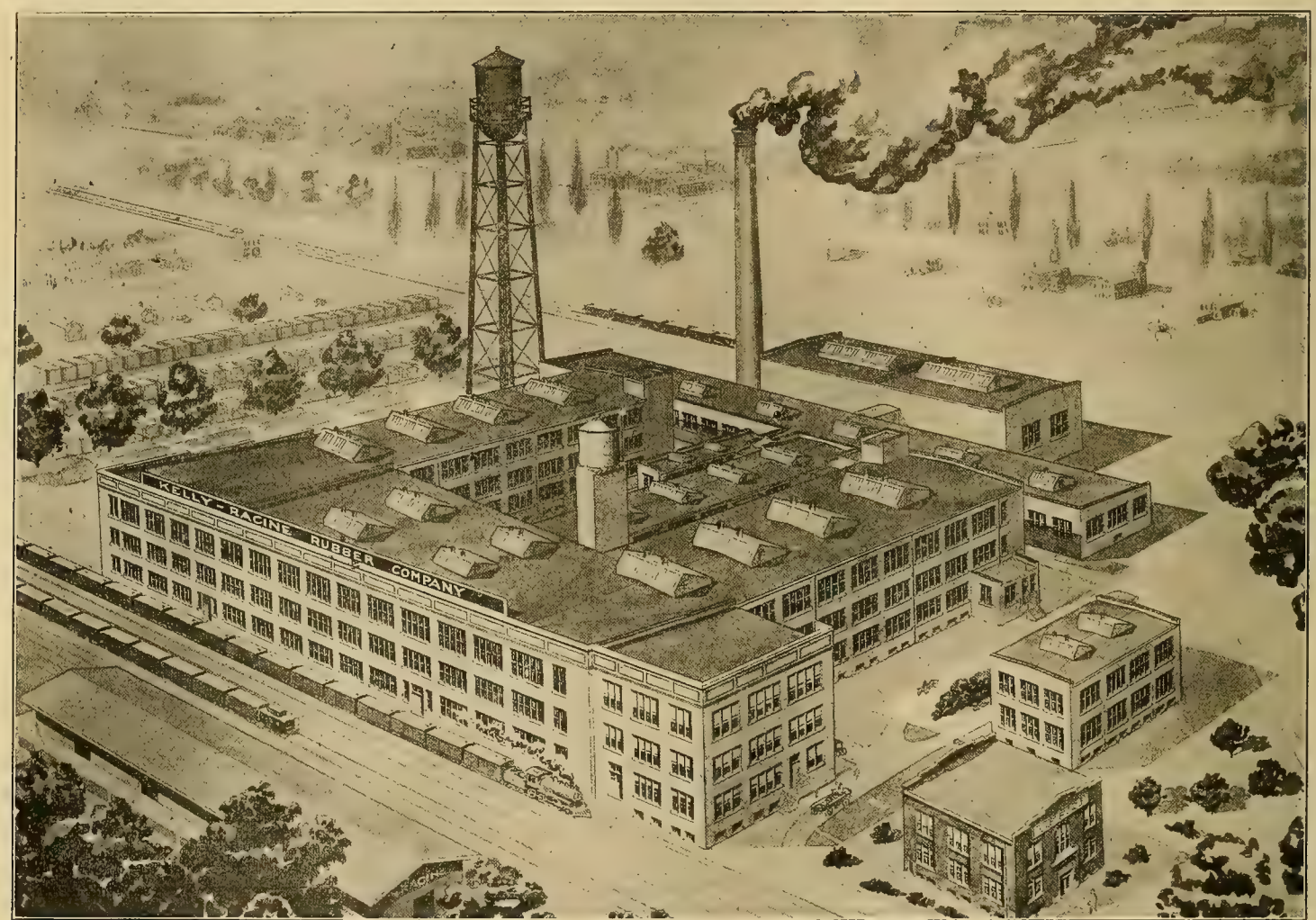
Gliesman, who had thrown his heart and soul into the movement, made the most extended address. He outlined some of the possibilities and stated that the first benefit that the association would try to secure would be the establishment of a shorter workday. He asserted that the dealers and repairmen of New York were slaves to their business—that they open early and close late solely because each of them is afraid that to close earlier would mean that a rival would obtain a share of his business. This object, and the promotion of acquaintanceship and sociability would be the immediate purposes in view, as no idea existed that edicts or decrees would be issued that would turn the business upside down or interfere with any man's personal affairs. He did think, however, that in due course it would be possible, through the services of committees, to adjust grievances and generally promote the welfare of the cycle trade.

After the speechmaking, the resolution to organize and selecting the name Cycle and Kindred Trades Association of Greater New York, was adopted, and the following committee elected to draft a constitution and by-laws: H. A. Gliesman, chairman; F. B. Widmayer, V. J. Lind, G. Rotholz, M. Ghiz.

Messrs. Widmayer, Philips and Sixsmith were chosen a committee to nominate officers at the next meeting, which probably will occur early in September. After adjournment a collation was served.

Kelly-Racine Plant Almost Ready.

Claiming the distinction of being the only big rubber manufacturing plant to be built from the start with all modern equipment, the new factory of the Kelly-Racine Rubber Co., of Racine, Wis., is so near completion that the superintendent of construction promises the building finished and ready for the installation of the machinery by the first of September. The plant, as shown in the accompanying illustration, has a frontage of 298 feet, with two wings, each having a depth of 251 feet, the building being three stories and a basement. There will be no steam power in the new plant. All machinery will be driven by electricity. To furnish the electric power a great power plant has been provided, this latter building being 150 x 50 feet. The plans for the plant provide for the employment of 800 workmen when the factory is in full operation, and a daily output of 3,000 bicycle tires, 1,500 motorcycle tires, 1,000 automobile tires and 1,200 inner tubes. In addition, provision is made for attention to all the various contingent sundries that are necessary for these lines.



PLANT OF THE KELLY-RACINE RUBBER CO. AS IT WILL APPEAR WHEN COMPLETED

WINNING A SURLY DEALER'S HEART

Motorcycle Salesman Makes a Convert by Grasping a Situation—Experience that Helped His Cause.

Patience and perseverance are the qualities which it is generally supposed are the absolute essentials in a successful salesman. But there is also a certain gift of inventiveness in securing the attention of the intended customer that adds many a dollar to the traveler's account and goes a long way toward building up a business on the road. George W. Sherman, former sales manager for the Aurora Automatic Machinery Co., is fond of telling of an exploit which aptly illustrates the point.

Covering the "southern route" at one time was G. H. Squiers, a bright and able young man, who still is engaged in extending the Thor territory and with marked success. On the occasion in question he struck a certain Southern town in which the bicycle dealer and repairman proved to be of the unresponsive variety.

"No!" he exclaimed grimly, when approached. "Don't want to hear anything about motorcycles. Don't want to see one or even think about one.

"Why, I can't even take care of my bicycle business, let alone attending to motorcycles," he wailed. "Look at this pile of junk waiting to be fixed! I'm short of help, my repairman is off on a drunk and Heaven only knows when he'll come back, and I've got enough to do right here to keep me busy for the next month. So you needn't waste your time trying to talk motorcycles to me—or anything else for that matter."

Squier possesses the ability to grasp a situation in addition to the faculty mentioned above. Besides, at that moment he was stuck in a town with nothing to do until train time that evening. Having been educated in the rough school of bicycle experience, it also happens that he knows what has to be done in a bicycle shop and knows how to do it well. Consequently he proffered his services and without further ado he pulled off his coat, rolled back his cuffs and for the time being became first substitute for the bibulous and missing repairman.

For the greater part of the day he busied himself plugging ancient tires, "tuning" wobbly wheels, straightening bent cranks and otherwise doing the things that occupy most of the help's time in the back room of the average cyclery. When quitting time came, he had the satisfaction of seeing that a marked impression had been made on the store of untouched work which the proprietor had pointed out to him in the morning. Also he had the satisfaction of feeling that he had made considerable progress in getting acquainted with the "boss," who previously was so adamantine and unapproachable in manner.

The rest is almost obvious. When he swung on the first—and last—train out that evening, he had the comforting assurance that he left behind him a new and promising convert to the motorcycle. But what was even more to his taste, he left behind him a brand new Thor agent.

Smooths Blemishes in Castings.

Motorcyclists who are troubled with cracked cylinders or other iron or steel parts or with porous castings probably envy the cabinet maker who effaces corresponding blemishes in wood by means of putty, which is just spread on with a knife and allowed to dry. For such the H. W. Johns-Manville Co., New York City, offers the J-M No-Leak, a preparation which is designed to be supplied in just the ideal fashion indicated, and which is warranted to make permanent repairs in anything made of iron or steel. Numerous prescriptions of the same general class have been offered before, but none which has been produced by a concern of national reputation like the Johns-Manville Co., which is best known for its asbestos products, washers, gaskets and packing materials included.

Goodyear Increases Capital to $6,000,000.

The Goodyear Tire & Rubber Co., of Akron, Ohio, has decided to increase its capitalization from $2,000,000 to $6,000,000 and has declared a cash dividend of 12 per cent. and a stock dividend of 100 per cent. A special meeting of the stockholders in Akron on the 8th inst. confirmed the recommendation of the directors for the increased capitalization. The increase will be entirely in the common stock. The directors offer the stockholders the right to subscribe for $500,000 preferred and $250,000 common, but stock not taken by present stockholders after a limited time is to be offered to the public.

William F. Nye Dies at Ripe Age.

William F. Nye, the famous sperm oil producer, of New Bedford, Mass., died at his home in that city on Friday of last week. He was 86 years of age and until his last illness was actively engaged in business. His oils long have been well known and much used in the bicycle trade.

Addition to Wichita Motorcycle Trade.

The Homer & Chaney Motorcycle Co. is the style of a new firm which has opened at 230 North Main street, Wichita, Kan. They will carry a complete line of machines and supplies and also maintain a repair shop.

Bartsch Goes With Bosch Magneto.

A. H. Bartsch, sales manager of the N. S. U. Motor Co., New York City, has resigned that office. He has entered the service of the Bosch Magneto Co.

WATER FOR SULPHURIC'S BURNS

Proves the Best Treatment when Acid Strikes Human Flesh—Should be Applied Liberally Following Accident.

When removing shellac from wood rims or when cleaning rusted surfaces, frequently it is necessary to use mineral acids in more or less concentrated form. While, of course, muriatic, sulphuric and nitric acids are good cleaners, they are at the same time exceedingly dangerous to handle, and should never be brought in contact with the bare skin on hands or arms.

Nitric acid, in particular, is destructive, and little can be done to alleviate the intense burning pain, but when sulphuric acid accidentally has been spilled over the skin, the best remedy is to deluge the attacked part of the body with streams of water for several minutes, at least.

Water and sulphuric acid do not only mix, in the ordinary sense of being "diluted," but form a distinct chemical combination. Concentrated sulphuric acid is capable of producing peculiar chemical phenomena, which the same acid "diluted" with water can not cause. When pouring water over a burn caused by sulphuric acid, the traces of acid adhering to the skin are rendered innocuous, and if the application of large quantities of water is made immediately after the burning occurred, no traces of the burn will remain and the momentary pain will disappear in a few minutes.

Some short time ago a workingman was carrying a pitcher filled with concentrated sulphuric acid and stumbled, spilling a large quantity over his clothes, burning them off his body. Some of the acid ran into his shoes and burned the stockings to a pulp. Without loss of time or any hesitation his companions tore the remainder of his clothes off, and deluged him with a garden hose. In a few minutes the last traces of the acid had been removed and the man's life saved. Repair men using sulphuric acid should remember that the best and only efficient antidote against burns caused by this acid, is water—water in as large quantities as obtainable, directed on the burn.

Three Men Form Partnership in Defiance.

Charles Andrews, Calvin Reed and William Kahle have joined forces and opened a motorcycle store in Defiance, Ohio, where they will represent the Yale. The store is located in ample quarters in the May building.

Edwardsville Has New Repair Shop.

Warren Baird and Clem Grebel have formed a partnership and opened a bicycle repair shop in Edwardsville, Ill. It is located on St. Louis street.

When Answering the Call for Coaster Brakes—

whether for bicycle or motorcycle—the wide-awake dealer realizes that the

Corbins

Double the Chances of Making Sales

He is able to offer his cycling caller either the Corbin standard coaster brake or the Corbin two-speed.

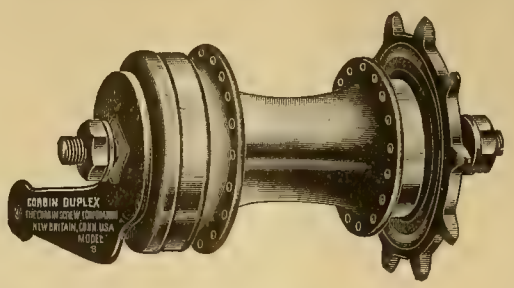
If his caller is a motor-cyclist he can present either the Corbin standard brake or the Corbin back-pedalling bandbrake.

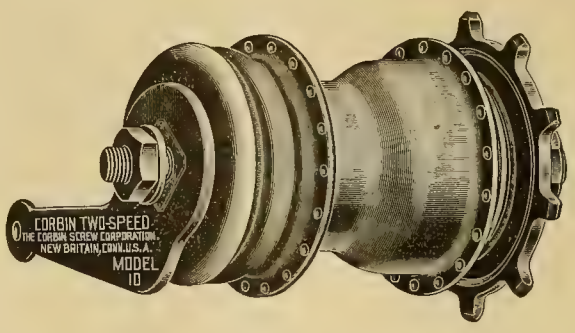
Affording so many strings to his bow is it any wonder that the Corbin line is so popular with dealers and such a business-builder and money-bringer?

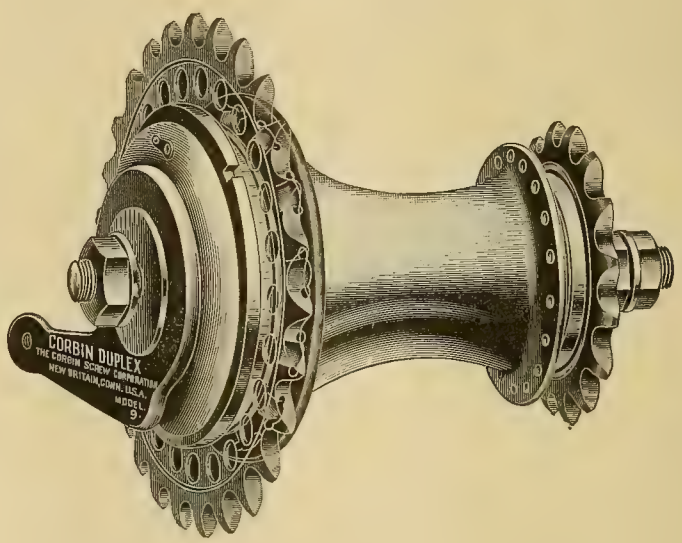
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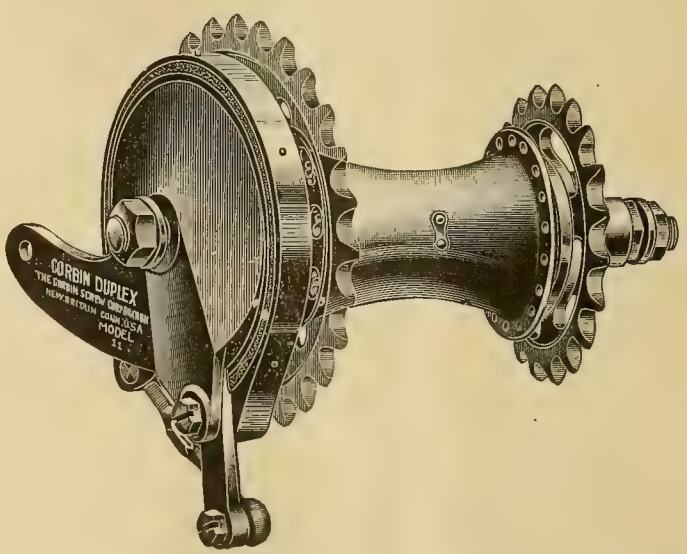
New Britain, Connecticut

Licensed Coaster Brake Manufacturers.









CORBINS

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NEW YORK, AUGUST 20, 1910.

"Enclosed find postal money order for renewal of my subscription for the Bicycling World. Like many others, I can't do without it and eagerly await each copy."—E. S. Lindenau, Chicago, Ill.

Helpful F. A. M. Recommendations.

It is unfortunate that in nearly all organizations which have a sporting side, the exploitation and discussion of sporting subjects obtrude so conspicuously that more serious purposes and more serious work that may be in hand usually are clouded and rarely receive the consideration which is their due.

This is not to say that the sporting department has not its uses and does not serve useful purposes. Usually it is charged with live issues and pros and cons and otherwise serves as an advertising bureau and keeps the organization and the sport more or less in the public eye and in public print; and of itself the government of sport is an object worthy of the attention of any organization. But the recent annual meeting of the Federation of American Motorcyclists vividly illustrated how regard for and discussion of sport keeps other and more serious and, indeed, more generally helpful purposes in the far background and robs them of the attention they deserve. Consideration of sporting affairs occupied practically the entire time of the meeting; certainly, little else provoked debate.

The report of the sporting department received much attention. The admirable report of the membership committee, of which Mr. E. M. Estabrook was the chairman, received none at all. Yet the Estabrook report showed an amount of work performed and mail matter circulated compared with which the performance of the competition committee was almost insignificant. But the printing of 100,000 application blanks and 65,000 booklets, and the hundreds of letters written to manufacturers, jobbers, dealers and riders, did not constitute the most valuable part of the report. This part consisted of the thoughtful and far reaching recommendations made by Chairman Estabrook and which were suffered to pass without even casual comment. These recommendations are worth detailing. They are as follows:

(1) That "F. A. M. Repair Shop" signs be issued at cost to the owners of repair shops deserving of such distinction, all dealers and repairmen so favored agreeing in return to display another sign, "Join the F. A. M. Here," while the official repair shops, in turn, would be listed on all road maps which might be issued.

(2) That the committee on tours and hotels divide the country into four or more parts, or longitudinal lines, and map out a northern and southern route from coast to coast, to be intersected by one or more routes running north and south in each of these sections, these routes to follow well known lines of travel and the maps thereof to give road conditions, F. A. M. hotels and F. A. M. repair shops. That the Tours and hotels committee also should inaugurate a series of experimental F. A. M. national tours, either district or divisional tours or one grand tour of two or more weeks, sightseeing to be interspersed with road, hill and track events and other entertainment.

(3) That the membership fee be increased from $1 to $2. (Mr. Estabrook believes that the increase is desirable even if half of the present membership is lost, as the better element will remain and the income from it will permit of giving more than promises. He pointed out that, abroad, organizations similar to the F. A. M. exacted dues quadruple those of the F. A. M., despite the better wages paid on this side. This permits better inducements to be offered and the maintenance of an enviable personnel.)

(4) That the vice-presidents supply all state commissioners with a uniform style of stationary and also postage stamps on requisition.

(5) That circular letters of instruction be issued to state and local commissioners and that the vice-presidents procure registration lists from the secretaries of states and use the names thereon as recruiting material.

(6) That state commissioners appoint county commissioners and local commissioners, and in the large cities name ward commissioners.

Each of these suggestions is a notable one. They point the way to greater usefulness for a greater number on the part of the F. A. M. and it sincerely is to be hoped that they will not be permitted to waste their sweetness on the desert air.

Cycling's Aristocracy of Health.

"I know a man living in New Jersey who rides ten or twelve miles every evening before dinner, and from twenty-five to forty miles on Sunday," says an Evening Post contributor. "He keeps himself fit all the time, and laughs at the automobilists who laugh at him."

And why not? The man knows "what's what;" for whatever the joys of automobiling, it never can be said that a motor car stirs the blood or assists in keeping its owner physically fit. The commonest remark made of it, even by those who use it, is that it makes them lazy and disinclined to indulge in exercise. Together the automobile or the motorcycle and the bicycle form a glorious combination and happy and fit should be the man who owns both and uses them rationally.

If the action of the F. A. M. competition committee in suddenly attempting to defy precedent and logic by requiring that paced bicycle races shall be sanctioned by the F. A. M. is astounding, what is to be said of the principle that applies the notion only in Utah? If lack of such sanction is an offense in that state, it cannot be less offensive in New Jersey, Connecticut, Massachusetts and in all other states, and why the riders in one place should be punished and not those in all others constitutes such a charming disregard for consistency and fair play that the F. A. M. is placed before the world in a position such as probably no other organization ever was placed before.

In his old age Jack Prince has started writing "open letters" to the press. If Prince is as wise as he ought to be he will mail such missives to himself. His past, some of which is comparatively recent, is not so dead as to be beyond recall.

CLAIMS ALLIANCE IS NOT BROKEN

N. C. A. Refuses to Recognize F. A. M. Chairman's Power to Nullify Alliance—Correspondence Bearing on Case.

Although J. Thornley, chairman of the F. A. M. competition committee, has notified R. F. Kelsey, chairman of the N. C. A. board of control, that the alliance existing between the two bodies is "null and void," Kelsey declines to consider the notification as either authoritative or sufficient.

"We do not believe an appointed official has any power to terminate an alliance," said Mr. Kelsey on Thursday last, "and consider that the chairman of the F. A. M. competition committee has overstepped his authority in attempting to take things into his own hands. Until we are notified by the president of the F. A. M. or by its executive committee or board of directors that the alliance is at an end we will consider that it is in full force and effect and will respect it accordingly."

The F. A. M. chairman's "nullification" of the alliance was contained in a communication to Kelsey bearing date August 4th, and which was not marked by extreme regard for the language of diplomacy. It was as follows:

"In spite of the fact that I notified you on July 30th of Mr. Whittler's suspension in Salt Lake City, Mr. Whittler has been allowed to ride on a N. C. A. track in Salt Lake City on Tuesday, August 2d, of this week. Mr. Whittler was officially notified of his suspension, and so was the track management. As this was a flagrant offense and flat violation of the articles of agreement existing between the F. A. M. and the N. C. A., I therefore declare these articles of alliance, by your own acts, null and void, and beg to inform you that no regard whatever in future will be paid by this office to suspensions or other rulings of your organization. Neither will promoters be required to procure N. C. A. sanction for bicycle events. I hereby disclaim all responsibility for any bicycle events which may be put on tracks which from time to time operate under our sanction."

This communication was written in spite of a letter sent to Thornley on August 1st, in which Kelsey clearly had defined the N. C. A.'s attitude, and stating that it could not recognize or admit that Whittler's act of pacing a bicycle rider constituted an offense. Kelsey's letter on this point was as follows:

"Replying to your favor of July 30th, 1910, in which you notify me that you have suspended Whittler, a pace maker, for pacing a bicycle rider upon an N. C. A. track at a regularly sanctioned meet, would say that the N. C. A. does not recognize the jurisdiction of the F. A. M. over bicycle riding, or any of its accessories, pacing or otherwise, as was clearly expressed in my letter to you of July 29th.

"You have no right, inherent, assumed or otherwise, to interfere with a bicycle race and to suspend men under contract with our promoters to pace same.

"If you regard the articles of alliance existing between the two organizations as broken by this refusal to recognize your jurisdiction over Whittler in a motor paced race, I am powerless to prevent your taking such action, but if the alliance is broken it will be because you have assumed a position on the question which is contrary to precedent and totally at variance with the understanding we had with your predecessors in office."

The situation was one that permitted sharp practice by whichever party to the controversy was disposed to employ it. As the alliance requires each party to recognize and enforce the other's suspensions, the action taken by J. Thornley appeared to put the N. C. A. "in a hole," that is, if considered without reference to the correspondence which had passed between the N. C. A. and the F. A. M. chairman. There are those who believe that the action of the latter constitutes sharp practice, to employ the milder term which has been applied to it and there are indications that the F. A. M. chairman is now chiefly bent on "saving his face" as best he can. The eagerness with which at the annual meeting of the F. A. M. last week he asked that the matter be referred to the board of directors for settlement was in itself significant and probably is due to growing appreciation of the folly of his astounding and absurd contention that paced bicycle races require the sanction of the F. A. M. In fact, President Willis, of the F. A. M., who was in Newark, N. J., last week, is quoted by the Call of that city as having said while there that the contention is "ridiculous."

Meanwhile, Thornley has attempted no interference with motor paced racing in the East, but according to well founded report he has endeavored to use the American Automobile Association, with which the F. A. M. is allied also, to help pull his chestnuts out of the fire; but it is feared that the effort will not prove very successful.

President Willis, of the F. A. M., however, has replied with marked courtesy to the letter of D. M. Adee, president of the N. C. A., dated August 4th—the dates are important—and it is possible that light soon may break through.

In his letter Mr. Adee was as courteous and in charmingly diplomatic language made plain that the N. C. A. did not recognize the power of an appointed official to nullify anything of such importance as an alliance.

"We desire to have the pleasant relations, which have been mutually satisfactory in the past, continue, but cannot consistently relinquish control of any form of bicycle racing," wrote Mr. Adee. "We trust that it will not be necessary to have the alliance which has existed for some years between the two organizations severed, but we must be consistent and request that the chairman of the F. A. M. competition committee recede from his claim of jurisdiction over motor paced bicycle events or it will be necessary to dissolve the alliance."

COMING EVENTS

August 21, Baltimore, Md.—Crescent Bicycle Club's twelve miles handicap road race; open.

August 23, Poughkeepsie, N. Y.—Motorcycle races at Hudson River Driving Park.

August 27, Pottstown, Pa.—Motorcycle field day and races.

August 27, Dover, N. J.—Motorcycle races at half mile track.

August 28, Brooklyn, N. Y.—Century Road Club Association's annual fall century run; open.

August 28, New York City—Century Road Club Association, Long Island Division, annual fall century to Jamaica.

September 3, Denver, Col.—Motorcycle races at new speedway; open.

September 4-5, St. Louis, Mo.—South Side Motorcycle Club's endurance run to Hannibal and return.

September 5, Pasadena, Cal.—Pasadena Motorcycle Club's race meet at Tournament Park.

September 5, Plainfield, N. J.—Plainfield Cycling Club's road races.

September 5, Columbus, O.—Motorcycle meet at Columbus Driving Park.

September 5, Peoria, Ill.—Peoria Motorcycle Club's race meet.

September 10, Pittsburg, Pa.—Pittsburg Motorcycle Club's race meet at Schenley Park oval.

September 10-11, Reading, Pa.—Reading Motorcycle Club's 400 miles endurance run to Wilkes-Barre and return.

September 11, New York City—Century Road Club Association, Eastern Division, annual 100 miles record run.

Streiff Struggling Hard for Record.

Latest advices from William Streiff, who on an N. S. U. is attempting to break the transcontinental record, tell of his strenuous struggles with abominable roads. Streiff reached Brule, Neb., on the 16th, having ridden 160 miles that day, most of which were railroad ties. He says that his two-speed was his salvation and that he never would have gotten through without it. As he left San Francisco on July 30th, Streiff will have to do some tall riding to get inside of the record of 31 days 15 hours and 12 minutes.

NECESSITY FOR SURPLUS POWER

Surprising Contrasts of Efforts Required to Propel Bicycles and Motorcycles—Power that Goes to Waste.

Motorcyclists who have struggled with the obstinacies of a 3 horsepower motor which refused to propel the machine at more than six or seven miles an hour, may find it refreshing to learn that the actual power required to propel a bicycle at the same rate of speed is less than fourtenths of a horsepower. Obviously when the motor is in such a condition that it will not drive the machine at reasonable speeds something must be radically wrong with its condition.

Another thing that is likely to astonish the rider who has not had his attention called to the subject before is the fact that the actual power required to pull a bicycle and its rider in much less than would be supposed considering the actual known horsepower requirements of the average motorcycle. For example, to transport an ordinary bicycle and its rider over a good highway surface at the reasonable speed of 10 miles an hour, but one-tenth of a horsepower is necessary. At 20 miles an hour, which is high speed for a bicycle and above the normal expectation of the average motorcycle rider who has respect for the law of the land, just about half a horsepower is all that is needed for propulsive purposes.

The subject of power absorption in bicycling is one which has come in for much speculation and study in times past. Recent investigations into it, however, together with the lively interest in the subject of vehicle propulsion which the motorcycle has induced, cause it to assume new importance.

A cycling investigator, with plenty of time on his hands and a desire to find mathematical expression for the amount of effort involved in pedaling his bicycle, set to work with the aid of a motorcyclist and a simple equipment consisting of a rope and an ordinary spring balance. By riding the motorcycle and dragging the bicycle by means of the rope, while the second rider coasted, it was possible to "weigh" the pull on the rope. The spring balance, attached between the rear end of the rope and the second machine, of course enabled this to be done. By means of a speedometer, the speed of the towing and towed machines was ascertained.

In this way it was found that the actual pull or tractive effort required to move the second bicycle and its rider at six miles an hour was exactly 2.2 pounds. At 10 miles an hour the pull was 3.7 pounds. At 12 miles, it was 4.5; at 14, 5.4; and at 16, 6.5 pounds. The tractive effort at various speeds from six to 20 miles an hour obtained in this way are shown by the following table:

Speed M.p.h.	Tractive Effort.
6	2.2
7	2.6
8	2.9
9	3.3
10	3.7
12	4.5
14	5.4
16	6.5
18	8.1
20	10.0

All this being so, the question naturally arises: Why should it be necessary to equip motorcycles with engines of more than 2 or 3 horsepower? And at first it would seem reasonable to suppose that a single horsepower should afford all the reserve power necessary for reasonable speeds and for climbing such hills as the average rider is tempted to negotiate. A moment's consideration, however, will suffice to show that there is use for every ounce of power which the average motorcycle engine produces.

In the first place, there is the question of weight. In the case of the bicycle and its rider, the weight of the machine represents, it may be supposed, not over one-quarter of the total weight on the tires. In the case of the motorcycle, on the other hand, the machine weighs as much or more than the rider. Hence the tractive effort required to propel the motorcycle reasonably may be expected to be about twice that necessary to move the bicycle with its rider. Further than that, comes the question of power lost in the engine and in the transmission—the dead work.

As is well known, the rating of the engine is derived from the brake test, either by computation or actual experiment, so that this figure automatically eliminates what is known as the engine friction, the power used up in moving the piston and valve gear and in overcoming the resistance of the crank shaft bearings. To put it another way, the power developed from the explosions really is some 20 per cent. higher than the actual rating of the engine. But in considering the power required to drive the motorcycle, the designer must take this surplus into account.

Another element of power loss is the transmission. Whether of the belt, chain or shaft variety, power is required merely to move the transmission mechanism. Considering average running conditions, it is not too much to say that one-quarter of the power developed at the crank shaft may be lost in this way.

Thus, if it requires, say, twice the tractive force to move the motorcycle that is necessary to move the bicycle and its rider at corresponding rates of speed, or say one horsepower at 20 miles an hour, instead of half a horsepower, and if one-fourth of the engine power is used up by the transmission, or one-third more than actually is employed in propelling the machine—which is another way of saying the same thing—it would look as though one and a half horsepower would be sufficient to drive the ordinary motorcycle at 20 miles an hour under ordinary circumstances.

This looks very much like an argument for the lightweight machine and for low engine power, especially when it is considered that the smaller the engine the lighter the engine, and, incidentally, the lighter the entire machine. But even supposing that a 1½ horsepower engine would be adequate for a light machine, not intended to run at more than 20 miles an hour, there are several further considerations to be taken into account.

The most important of these is that the tractive effort upon which the present supposition is built was developed under what may be termed good highway conditions, that is to say, a fairly level road, and a fairly smooth surface. Rough roads, mud, grades and head winds involve the application of greater amounts of power. More power also is required, because the gasolene engine must be driven at something like its normal speed in order to develop anything like its full power. To put it another way, a surplus of engine power is necessary in order to carry the mount over rough and uneven roads or up even moderate grades, unless it is expected that the rider will be rash enough to be willing to "rush" every hill and bad spot that he comes to.

From this it is easy to see that whereas the full power of the average engine may not be necessary to drive it over level roads and at moderate speeds, there are times when it is absolutely necessary. Every time the motorcyclist rides up a hill so high that he cannot see over the top before he commences the ascent, his engine performs the equivalent of propelling him an equal distance over a level road and also of hoisting itself, the frame and wheels and the rider an equal vertical distance. Wind resistance increases as the square of the speed, and the manner in which the power necessary to propel a machine against a wind mounts up as the speed of the wind or the speed of the machine increase, is thoroughly familiar to practical bicyclists. There is no question about the utility of every foot-pound of apparently superfluous horsepower in the average satisfactory machine. Nevertheless, the contrast between the ratings of a number of well known modern motorcycles and the figures given above is apt to be a little startling at first sight.

Royal Cyclist Comes a Cropper.

The right to wear a royal crown does not protect against bicycle accidents. That is the lesson learned by Prince Henry, consort of the Queen of Holland. The prince took a tumble last Saturday and broke his collarbone, while riding his bicycle through the great park adjoining the castle at The Hague.

RUN NIP AND TUCK ON TUILERIES

"Sizzling" Finishes in Denver Club's Motorcycle Meet—Record Crowd Sees Boyd Capture Honors.

Nip and tuck racing from start to finish marked the Denver (Col.) Motorcycle Club's meet at the Tuileries track on Saturday afternoon, 13th inst., and it was witnessed by the largest crowd which ever has gathered at a Tuileries meet, the stand being filled to overflowing while the outer rail was black with people. The track was in prime condition and fast time was the order of the day. "Slivers" Boyd was the topliner, bagging three firsts in sizzling finishes and sharing first honors with Armstrong in the tandem race. Through the non-arrival of a new and faster machine, the latter was compelled to use his old mount and proved an easy victim for Boyd. Boyd and Armstrong made the feathers fly in a five miles professional free-for-all duel, the feature event, and the former won by a small margin in a driving finish. The summaries:

Five miles singles, professional—Won by Boyd; second, Wolters. Time, 5:38⅘.

Three miles stock twins, amateur—Won by Bowen; second, Swartz. Time, 3:50.

Five miles singles, professional—Won by Boyd; second, Warren; third, Armstrong. Time, 6:16.

Three miles stock singles, amateur—Won by Cassady; second, Swartz. Time, 4:00⅘.

Three miles tandem, professional—Won by Boyd-Armstrong; second, Warren-Albright. Time, 4:17⅘.

Three miles against time, professional—Armstrong. Time, 3:00⅕.

Five miles free-for-all, professional—Won by Boyd; second, Armstrong. Time, 3:00⅕.

May Create Another "Hope Club."

Next to the memorable F. A. M. mud slaughter, what promises to be the most strenuous road event in the East this year will be the Reading (Pa.) Motorcycle Club's 400 miles endurance run to Wilkes-Barre and return, which has been set for September 10th and 11th. The course is a mountainous one, which will afford a good test in fair weather, while with rain it is not unlikely that it may be responsible for the creation of more than one forlorn "Hope Club."

Gas Company's Unusual Motorcycle Squad.

The Milwaukee (Wis.) Gas Light Co. has organized a motorcycle corps of a rather unusual sort. It is composed of seven riders who do not, however, constitute a "trouble squad" as that term generally is understood. They have nothing to do with the gas mains, but are hurried out whenever a householder sends word of trouble with his gas jet or gas range. They also deliver Welsbach mantles, chimneys, burners, etc., in response to orders.

Has Coaster Brake on Front Wheel.

Although there seldom is need for them, the bicycle dealer and repairman occasionally finds room for the exercise of considerable ingenuity in the construction of special machines—machines which, for one reason or another, have to be made along unusual lines. The accompanying illustration affords an example in point. It shows a cripple's tricycle which was built by H. A. Gliesman's repairman.

As the picture shows, the machine is of the hand propelled variety, circumstances making it necessary to have both driving and steering done by means of the hands.



LEGLESS MAN AND HIS TRICYCLE

The object was accomplished by mounting a crank hanger on the head and driving the front wheel by means of sprockets and chain. In this way the effect of gearing up is obtained, exactly in the same way that it is obtained with the ordinary bicycle, while the guidance of the machine readily is accomplished by manipulating the cranks while turning them.

The remarkable feature of the machine, however, is that it is equipped with a standard New Departure coaster brake. The front wheel, obviously, serves as well for the purpose as a rear wheel would. Incidentally the user is afforded all the relief from needless work and the fine control of the machine that is enjoyed by the ordinary cyclist on the coaster brake equipped bicycle.

Red Bands to Indicate Speed Limit.

Bicycle and motorcycle tourists in certain portions of England and Wales are free from the perplexities of American travelers, who frequently are at a loss to know just where the reduced speed limits enforced by villages and towns are or are not in effect. Following the lead of Wimbledon and Richmond, the County Council of Canarvon has issued a recommendation to all local authorities in the county to paint a red band 18 inches in depth on the stem of every public lamp post or electric light standard in any area over which a reduced speed limit is enforced.

MARTIN LANDS FIVE OUT OF SIX

Wins Half the Events at Columbus Fair—Beats Local Record for the Mile—Gabler Scores Thrice.

Taking five firsts and one second in six starts, Harry Martin, riding a twin Indian, was the star of the motorcycle meet which was the feature of the opening day of the Franklin county fair at the Columbus (O.) Driving Park on the 9th inst. Nor were these all his achievements, for in an intermediate mile in the five miles open he compressed the track record from 1:01⅗ to 0:59¾. Gabler also gave a good account of himself, winning the two private owners classes and beating Martin for the county championship. The summaries:

Two miles, 22½ cubic inches—Won by DeGrouchy; second, DeLong. Time, 3:33¾.

Four miles open—Won by Martin, Indian; second, Gabler. Time, 4:45½.

Five miles open—Won by Martin, Indian; second, Yale. Time, 5:18.

Three miles, private owners—Won by Gabler; second, Courtwright. Time, 3:30¼.

Five miles, county championship—Won by Gabler; second, Martin. Time, 5:52.

Ten miles open—Won by Martin, Indian; second, Gabler. Time, 10:39.

Two miles, private owners—Won by Gabler; second, Yale. Time, 5:39.

Unlimited pursuit—Won by Martin, Indian; second, Yale. Time, not given.

Five miles handicap—Won by Martin, Indian; second, Yale. Time, 5:07¼.

Motorcyclists at Cotton Carnival.

It was a profitable visit that a pair of Beaumont, Tex., motorcyclists made to Galveston during the Cotton Carnival celebration on the 3d-5th inst., for they captured all the motorcycle events with the run on the beach, in connection with the automobile meet. Harry Cunningham was the leader of the invaders and won both of the events which were held, the remainder of the motorcycle card being called off. On the opening day, Wednesday, Cunningham, riding a 7 horsepower Indian twin, captured the 20 miles race in 21:15. Burgess, of Houston, on an Indian, was second. The following day, Thursday, a 20 miles handicap was run, and Cunningham repeated, making the trip in the fast time of 19:42.

North Jersey to Have Regular Meets.

Selecting the half mile trotting track at Dover as the scene of operations, Claude Holgate and other Newark promoters are arranging to hold regular motorcycle meets there for North Jersey fans, the first of which will occur on Saturday, 27th inst. It will form part of the Old Home week celebration.

MORAN SHOWS GOULETTE A SPRINT

Catches Australian Asleep in French Style Match, then Beats Him Behind Pace—Results at Boston.

Merely because he is following pace a good deal is no sufficient reason to assume that James Moran, the seasoned Chelsea warhorse, is at all shy on his sprinting ability, as Alfred Goulette, the Australian, was given reason to know after he tackled him at the Revere Beach track, Boston, Mass., on the 13th inst. The smiling veteran both out-generaled and out-sprinted Goulette in their mile French style sprint match race. Following this, the two came together again in a five miles motor paced match, where Moran did not give the Australian so much as a look in.

These two events constituted heats in what was presented as a match for the "all-around championship of the world," although the source of this grandiose label is more or less of a mystery. At the push-off in the mile sprint, Moran forced Goulette to take the lead, and the Australian spent the first six of the eight laps in trying to get rid of it, by leading a crawl all over the track. In the sixth lap he led clear to the topmost edge of the board, with Moran right behind. He had hardly turned his head after a backward look when Moran swooped down the bank in a tear-away sprint that opened about 30 yards before Goulette was really awake in full flight after him. Pounding out a romping pace, Moran crossed the finish line just as Goulette's desperate chase brought him to Moran's elbow.

Goulette got his honors out of the evening by capturing the 25 miles open, after he and Pedlar Palmer had gained a whole lap on the field. Kramer and Root were not riding, and Goulette and Palmer were permitted to steal their lap advantage by a ten man combination that walled Fogler in so successfully he could not give them chase. He led the field in for third, however, with Patrick Hehir in fourth place. Fred Hill won the two miles invitation from Worthington Mitten and Walter Bardgett, while P. W. Cutter took the mile handicap for Class B riders, leading Bussy by more than a length.

The summaries:

One mile handicap, professional Class B—Final heat won by Cutter; second, Bussy; third, Grant. Time, 2:21⅖.

Two miles invitation, professional Class A—Won by Hill; second, Mitten; third, Bardgett. Time, 5:24.

One mile sprint match, professional, James F. Moran vs. Alfred Goulette—Won by Moran. Time, 3:09⅗.

Five miles motor paced match, professional, James F. Moran vs. Alfred Goulette—Won by Moran. Time, 8:14.

Twenty-five miles open, professional Class A—Won by Goulette; second, Palmer; third, Fogler; fourth, Hehir. Time, 58:55.

New Englanders Organize in New York.

The New England Wheelmen is the rather unusual title of a bicycle club which was organized in New York City last week. It comprises some of the best known riders in this vicinity, the officers being as follows: President, J. B. Hawkins; treasurer, Howard Zarr; secretary, Ralph Zarr; captain, Geo. Polassy, first lieutenant, A. Lederer. Directors: B. Glemba, S. E. Morrison, C. B. Ruch, A. R. Cooley and W. Knauerhase. Director Glemba has offered a silver loving cup for the member riding the fastest unpaced mile during 1910. The club takes its apparently ungeographical name from the fact that most of its members ride the New England bicycle.

Texas Supplies a Novel Track Event.

Something new in the nature of a track event recently was tried out at an automobile meet in Dallas, Texas, and proved both novel and diverting. It was styled a "speed violator's chase." When an automobilist came flying down the stretch, he was signalled to stop by a "policeman" and when he failed to do so the latter promptly hopped on his motorcycle and gave chase. The make-believe "cop" had to ride all out for two miles before he brought the "culprit" before the judges. In this case the sentence took the form of a silver cup—the prize at stake—presented to the "policeman."

Oklahoma Lad Delivers "Message" Here.

Gerald Latshaw, the 16-year-old cyclist who left Guthrie, Okla., on July 5th, reached New York on Tuesday last, 16th inst. He brought a letter from the mayor of Guthrie to Mayor Gaynor of New York, but as the latter was in the hospital he, perforce, did not see the young rider. The message, accordingly, was delivered to Mayor Gaynor's secretary. Latshaw stated that during his journey he had experienced nothing more exciting than several hold-ups by hoboes.

Salt Lake Threatens Delinquents.

Although the City Council of Salt Lake recently passed an ordinance imposing a tax of $3 per year on motorcycles and requiring that they display a license number, but 15 of the city's 200 motorcyclists have paid the fee. Proceedings against the delinquents are now threatened.

Gale to Attack Chicago-New York Record.

M. E. Gale, of Angola, N. Y., who is identified with the Emblem Mfg. Co., has designs on the Chicago-New York motorcycle record. He expects to leave Chicago, on record-breaking intent, on or about August 27th. He will, of course, ride an Emblem motorcycle.

FOGLER'S PUNCH COSTS HIM $20

Newark Meet Has a Pugilistic Flavor—Hehir is Defeated by Fogler in Human Paced Match.

Revival of human pace and an imitation of Jack Johnson, as given by Joseph Fogler of the impulsive mitt, were features at the Velodrome meet, Newark, N. J., on Sunday, 14th inst., serving to make a lively program even more lively. Fogler's pugilistic exploit had Chris Scheller for its victim. Scheller, in the final of the one mile open, had ridden on the inside and had tumbled Fogler from his wheel. Fogler waited at the track side until Scheller came around again, when he made a grab for him and slammed him until others pulled them apart. This pleasantry cost Fogler $20, and Referee Kelsey also fined Scheller $5 for the latter's foul riding.

To pay the $20 and still have some money left over as a result of the afternoon's work, Fogler took Patrick Hehir's measure in their 15 miles human paced match race, in which each man was paced by five riders in turn. For 14 miles they were on even terms, but on the first lap of the final mile Fogler's rear tire exploded. It was decided to let them ride the last mile from scratch without limit as to pacemakers. Each changed pace several times in the first four laps, Edward Root getting the finishing job for Fogler and Albert Crebs for Hehir. At the bell Crebs swung up directly in front of Root and Fogler, driving them to the top of the bank while Hehir went whanging far ahead on the pole. Getting by Crebs, Root set after Hehir, catching him in the stretch and riding him close as Fogler swung out and beat the Australian to the line by three lengths. Hehir was going to protest Root's having given him such narrow elbow room, but changed his mind when he learned how Crebs had driven Root and Fogler up the bank.

From a bad position, Frank Kramer made a thrilling sprint in the mile open and after being sent to the very top of the last turn in order to get through without a tumble, he tore off a bit of speed work down the finishing stretch that took first money right out of Root's fingers, John and Menus Bedell getting third and fourth.

A puncture put Kramer out in the half mile handicap, when he seemed to have the event well in hand, and gave Philip Wright the opportunity to score a victory in his first race as a Class A professional. Jumbo Wells and Theodore Billington fought him hard in the stretch, but had to be content with second and third, respectively. The Class B bunch had a nice little two miles open, which Thomas Smith would have won if Martin Ryan had not intruded by unexpectedly pushing his front wheel

over the line first by as much as a tire's width.

Carl Ericson and Frank Blatz divided honors for the amateurs, the former taking the third mile handicap from the 25 yards mark, and the latter riding a killing pace in front for the four final laps of the three miles event, with sufficient kick at the finish to hold off Adam Byerman's rush. The summaries:

One mile open, professional Class A—Won by Kramer; second, Root; third, John Bedell; fourth, Menus Bedell; fifth, West. Time, 2:29.

One-third mile handicap, amateur—Won by Carl Ericson (25); second, Jerome Steinart (5). Time, 38⅘.

Two miles open, professional Class B—Won by Martin Ryan; second, Tommy Smith; third, Treibel; fourth, Jokus. Time, 4:39⅗.

Half mile handicap, professional Class A—Won by Phil Wright (50); second, Wells (55); third, Billington (55); fourth, Magin (55); fifth, Bardgett (45). Time, 54⅗.

Three miles open, amateur—Won by Frank Blatz; second, Byerman. Time, 7:15⅕.

Fifteen miles match, human paced, professional, Fogler vs. Hehir—Won by Fogler. Time, 33:22.

Two Michigan Cyclists with a "Message."

The Mayor of Providence, R. I., on Saturday last received a message from the mayor of Detroit, Mich. It was delivered by A. H. Thone and C. H. Leach, of the latter city, who on bicycles left there on August 3d and carried the "message" to add importance to their journey. They reached Providence on Friday, 12th inst., having required nine days to complete their journey of 1,100 miles, which makes plain that they did not loiter on the way. On their bicycles they displayed big signs "Detroit to Providence or Bust" and otherwise took their outing quite seriously, although its chief purpose was to visit Thone's relatives in the Rhode Island city.

Two Motorcycle Races at Binghamton.

Two motorcycle races were held at Stow Park, Binghamton, N. Y., on the 12th inst. E. D. Hillsinger won the five miles single class in 7:47, and E. J. Morse took the five miles for twins in 7:21. H. E. Ives was the runner up in both events.

For Mixed Meets at Olympic Park.

Plans are in the making to put on motorcycle and bicycle races at Olympic Park, West Orange, N. J., on Saturday, October 8th, the closing day of the New Jersey State Fair. The track is a half mile circuit.

Omaha Motorcyclists Form New Club.

The Omaha Motorcycle Club has been organized in the Nebraska city of that name. It started with 26 members and has its headquarters at 920 North 16th street.

AMATEURS SHINE AT PROVIDENCE

Engage in Two Stirring Battles in Which Loftes and Lewis Split Even—Kramer Takes Pro Race.

Two cycle race favorites now rule in Providence, R. I., one being a professional and the other an amateur. The first is Frank Kramer, who again, on the 12th inst., won a 25 miles whirlwind on the Melrose track, and the other is Alvin Loftes, a Providence rider, who after recently winning the New York-Boston road record on a Columbia bicycle, has developed into a fast track man as well. Loftes, too, gave



ALVIN LOFTES

the fans new cause for enthusiasm by capturing the two miles open for amateurs and putting up a splendid fight from scratch in the three-quarter mile handicap.

The final dash in the big 25 miles event for the pro riders was led by Root, who jumped out in front early and seemed to be making a successful get-away with Joe Fogler, until Kramer and Floyd Krebs broke through the front of the pursuing pack and grabbed at them as the bell called the coming of the last lap. Kramer, by magnificent riding, overhauled the flying Root and the quartet of leaders rode their heads off all the way home, Kramer in front and Fogler nosing Root out for second, while Krebs got fourth over Fred Hill and James Moran, who followed. Prizes at each five miles made the pace warm all through, the time being 55:19⅗.

Seven men started in the two miles pro invitation, and the event was as slow as cold molasses until near the finish, when Alfred Goulette uncorked a bottle of speed juice that was knock-out drops for Floyd Krebs, who was making a hot sprint himself. Krebs got second, however, with Walter DeMara, Albert Crebs and Worthington Mitten in the money in that order.

Nobody waited for Loftes in the three-quarter mile handicap for amateurs, and his battle from scratch to catch the men with marks was a sight worth seeing. He got to the front in the last lap, but the effort had taken a good part of his steam, and he could not hold off Charles Lewis and William Turville, who sailed by and took first and second. In the two miles, however, he evened scores with Lewis by beating him out in the stretch. The summaries:

Three-quarter mile handicap, amateur—Won by Charles Lewis; second, Willie Turville. Time, 1:30⅘.

Two miles open, amateur—Won by Alvin Loftes; second, W. Turville. Time, 5:11.

Twenty-five miles open, professional—Won by Kramer; second, Fogler; third, Root; fourth, F. Krebs; fifth, Hill; sixth, Moran. Time, 55:19⅗.

To Mark the Transcontinental Route.

While the project of establishing a coast-to-coast automobile road often has been discussed, little actual work has been accomplished in connection with it. The latest plan, which is in a fair way of being carried out, is to mark the coast-to-coast route so that a stranger easily can follow it. It will be known as the White Pole route, and the work will be carried out under the leadership of the Iowa Transcontinental Route Association.

The telephone poles will be marked with a white band five feet from the ground, within a quarter of a mile on either side of every bad hill, sharp curve, truss bridge or narrow dike to warn the drivers. Special danger signals will be used when necessary. An official sign 8x24 inches reading, "The Iowa Transcontinental Route," will be placed at every section corner and in front of every garage on a white post not less than 12 feet high. If a road near any city is made impassable by a washout or a broken bridge, the chairman of the town committee shall hang out a red flag by day and a red lantern by night from a white post near the post office to warn autoists to stop and read the bulletin which will be posted at that place. The route will follow the main line of the New York Central, the Lake Shore, the Northwestern and the Union Pacific railroads. While the road will mainly serve the needs of the automobilists, other vehicles also will benefit, particularly the bicycle and motorcycle.

Owner Wanted for a Medal.

William Rozett. 65 West 117th street, New York City, writes the Bicycling World that during the recent 24 hours motorcycle race at Guttenberg, N. J., he found a sterling silver medal bearing the inscription, "Veteran Century Reunion Run 1908." He is anxious to discover the owner and return it to him.

KRAMER TWICE DEFEATS HEHIR

But the Australian Gives the Champion a Good Run for the Money—Moran Wins Paced Race.

Special numbers composed the major portion of the card at the national circuit meet at the Lighthouse track, New Haven, Conn., Thursday night, 18th inst., and although he went out of his element to fill in, Frank Kramer managed to win a motor paced race, although he did it by a hair at the tape. Kramer defeated Paddy O'Sullivan Hehir in a mile sprint, and then went up against the Antipodean in a five miles motor paced dash. There was plenty of ginger to it, neither holding the lead for long, and they did not ride very steadily. In the final spurt Kramer just managed to beat Hehir by inches.

James Moran scored a victory in the three-cornered 20 miles professional motor paced, the feature of the evening, by a close margin. Fred Hill and Walter DeMara were his opponents, and despite the fact that he lost his pace twice and punctured once, Hill pressed Moran all the time and proved dangerous throughout. He was a close second. DeMara never was a factor, being lapped four times by the others. Owing to the mishaps the time was slow—32:19⅘.

Arthur Ives, of Meriden, accounted for the half mile handicap, amateur, which was marked by the usual spill, and Delise was second. Time, 1:01. The unknown distance amateur event went one and one-half miles and was won by Miller, of Hartford, who beat Brutsman, of New Haven. Time, 4:08. The summaries:

Half mile handicap, amateur—Won by Arthur Ives, Meriden; second, T. Delise. Time, 1:01.

One mile match, Kramer vs. Hehir—Won by Kramer. Time, 3:10.

Unknown distance, amateur—Won by Miller; second, Bruntsman. Distance, one and one-half miles. Time, 4:08.

Five miles motor paced match, Kramer vs. Hehir—Won by Kramer.

Twenty miles motor paced, professional—Won by James Moran, Chelsea; second, Fred Hill, Boston; third, Walter DeMara. Time, 32:19⅘.

Joy on Top in Colorado Road Race.

Not only was the record for the course broken by the winner of the 13th annual 23 miles handicap bicycle race between Basalt and Glenwood Springs, Col., on the 14th inst., but the second, the third and the fourth time prize winner also bettered the old mark of 1:08:20, which previously was established by Rex Barber, the time winner of this year's race. Barber was able to make the distance in 59:50, starting from scratch. Jesse Joy, with 15 minutes handicap, received what his name called for by being the first man to finish and by getting second time prize. The other place prize winners were Steve Bogue, 17 minutes; third, Rhone, 20 minutes; fourth, Peter Zuancis, 16 minutes. Melvin Knight and W. H. Watson took third and fourth time prizes.

Tragic Accidents Cause Four Deaths.

Death swooped down upon many cyclists during the week just past, and chose some peculiar means of severing the thread of life. Antonio Delgeuzzi, of Portland, Me., crashed into a popcorn showcase which was a fixture on a pushcart owned by another Italian, broke the glass and cut his throat on the jagged edge. He died soon after reaching St. Vincent's hospital.

William Wadsworth, professionally known as "Dare Devil Dash," fell 70 feet while performing at an amusement park near Fall River, Mass. His machine collapsed from an unknown cause as he tried to coast down the steep incline.

Although the driver of the automobile which killed an unidentified boy in Paterson, N. J., ran into a telegraph pole in his endeavor to avoid the boy, the latter made such a peculiar swerving turn with his bicycle that the rear wheel of the car scraped his own wheel and threw him heavily to the ground. He died soon afterwards.

Earl Woodman, 20 years old, of Toledo, Ohio, was killed while attempting to pass between two trolley cars going in opposite directions on a double track line. He was caught by one of the cars, turned around and thrown under the wheels of the other before either of them could be stopped. He died instantly.

Quiet Sunday in Salt Lake City.

The usual Sunday race meet on the Salt Palace saucer, Salt Lake City, did not occur on the 14th inst. Rain necessitated postponement. The Wandamere motordrome remained closed because of the lack of "talent," Derosier, Graves and Seymour being in the East and Whittler having been suspended for the newly discovered offense of pacing a bicycle race not sanctioned by the F. A. M., although both before and since that time a number of men had and have done the same thing without being similarly disciplined.

Drake Wins and is Disqualified.

The Plainfield Cycling Club's series of weekly races at Plainfield, N. J., gave Edward McNee his third victory, on the 15th inst., when he nosed out Jack Todd in the five miles handicap road race. McNee, Todd and George Simon started from scratch, and with A. B. Dunham and E. S. Burns, 30 seconds each, finished as a blanket bunch. William Drake, 30 seconds, led the field home by 50 yards, but was disqualified for taking pace from a motorcycle.

FORTUNE SMILES ON NAT BUTLER

After He Punctures, His Rivals Collide and He Captures the 1000 Francs—Other Notable Foreign Events.

Defeating his nearest rival by the comfortable margin of 15 yards, after two exciting accidents, Nat Butler captured the star event on the program at the Velodrome Buffalo, Paris, on August 8th, the 30 kilometers motor paced race for a prize of 1,000 francs. Darragon was second, and Simar third. Before the race was half over Butler punctured a tire, which gave Darragon a lead of five laps over the American and two laps over Simar. Butler seemed to be out of it when, at the 20th kilometer, Simar and Darragon collided violently at one of the turns. Although both were stunned for an instant none was seriously hurt and the race continued. Butler gained three of his lost laps during the hubbub following the accident, and two more before Darragon could fully rally from his dizziness. Two laps before the finish the Frenchman drew up on even terms with Butler and even succeeded in passing him, but, weakened by his collision, he was unable to keep up the killing pace and dropped behind. Simar withdrew shortly before the finish. The 30 kilometers were finished in 26:08⅘.

In the match between Parent and Hens for the "long distance championship of the world," at the Velodrome Buffalo, Paris, France, on August 7th, Parent defeated his rival in the most decisive fashion. The distance was 100 kilometers and the time 1:27:34⅘. During the first hour 68.75 kilometers were covered. At twenty kilometers Parent was leading by half a lap, with the little Belgian dropping further to the rear. At six kilometers to go he made a final effort to recover, but Parent called for more speed from his pace makers and was not to be denied. Hens then practically gave up further attempts to win.

Despite the fact that the meet was held on a week day, the international bicycle races at Charlottenburg, near Berlin, Germany, August 9th, drew an immense crowd. The Germans came off very badly in all the events, failing to land a single first prize. Ellegaard, chiefly by his phenomenal jump at the beginning of the last lap, won three of the races in which he started and would have won the fourth but for the 25 meters handicap which he allowed the speedy Comes.

Peoria Motorcycle Club Incorporated.

The Peoria Motorcycle Club, of Peoria, Ill., has incorporated under the laws of that state. William C. Voss, George F. Court and Alex. H. Whigam are named as corporators.

Damages for Gauze Left in Wound.

By a recent decision of the Supreme Court at Washington, D. C., an operating surgeon can be held civilly responsible for damages arising from carelessness on his part, while performing an operation. The opinion was brought out by the case of G. Ruth, a motorcyclist, who was injured in an accident and had to undergo an operation. Having made the necessary incision, the surgeon inserted in the wound several pieces of gauze and forgot to take them out. While gauze is a valuable substance for cleaning wounds, it is highly irritating when left in the body. Ruth languished in the hospital for a month, and then was sent to his home, there to be cared for by a local physician under general direction from the surgeon who performed the operation. Conditions grew worse, and the attending physician appealed to the surgeon to have something done, but received no help. Eventually another surgeon was called in and re-opened the wound and found the offending piece of gauze, which he extracted. Ruth then regained his health rapidly. Although there was no actual proof that the gauze found in the wound had been placed there by the surgeon, there was sufficient proof that there had been no opportunity for it being placed where it was found, excepting at the time of the first operation, and the surgeon was sentenced to pay a heavy penalty for his absent-mindedness.

Grooming Stable for Motorcycles.

Horses require to be groomed at least once a day, regardless of whether they go out of the stable or not; besides that, they must be cleaned whenever they come in from the road. Motorcycles, on the other hand, need attention only after they have been in use. Hence a broad distinction between a picture of a man cleaning a horse and a picture of a man working over a motorcycle, for it indicates that the latter has been running his machine and is preparing for another ride.

Suggesting the busy activity of a stable yard, the accompanying picture indicates that something less than a dozen motorcycles are undergoing a more or less thorough overhauling. This is not a scene of preparation for an endurance run, as might be supposed, however, but a view of the yard of H. A. Gliesman's establishment in New York City.

Spry Surprised by Riderless Mount.

Driverless horses have been known to travel some distance, but it never before has been claimed that a motorcycle could accomplish this same feat. Loungers on a hotel porch at Spry, Pa., however, assert that one day last week a riderless motorcycle sped past them, keeping its balance without human assistance. When they had recovered from their surprise they went back over the road along which it had traveled and found the unconscious body of William Dimmer, of York, Pa. He was not seriously injured. The miraculous motorcycle is said to have wrecked itself against a fence some distance past the hotel.



LOOKS LIKE PREPARATION FOR AN ENDURANCE CONTEST BUT IS MERELY A SUNDAY SCENE IN A NEW YORK DEALER'S YARD

Cyclist in Cup Course Collision.

In a collision with an automobile near the famous "S" turn on the old Vanderbilt Cup course, Frank Boniski, a laborer, was thrown from his bicycle and suffered a fractured skull. The motorists were attacked with stones by people who had witnessed the accident, and had to flee for their lives. Boniski was taken to a hospital and, although dangerously hurt, probably will recover.

NEED WIDE TIRES FOR VEHICLES

Roads and Vehicle Users Would Benefit—Easier Pull than with Destructive Narrow Tires—Convincing Tests.

After everyone has taken a turn in explaining the reason for the high cost of living, someone will arise to remark that one of the real causes is the miserable condition of the average country roads, a statement that has time and again been backed up by statistics.

With better roads some of those riding in automobiles also would discover that good roads reduce the cost of high living.

In a recent article in the Bicycling World, in which the King split-log drag was illustrated, it was stated that 92 per cent. of the roads in this country could be classed as unimproved or earth roads. It was further remarked, as must be very plain to every close student of this very important question, that, from the very nature of things, that this state of affairs will in all likelihood exist for many years to come yet. The road improvement question therefore is really one of the earth road. What can be done to improve and maintain the road composed of the natural soil in the best possible condition?

When D. Ward King began his experimenting, and subsequently explained his system of dragging, he contributed largely towards answering the question. The systematic use of the King drag so greatly improves an earth road at an almost negligable expenditure that a description of it cannot be too often or too widely published. It is one of those articles presented with the idea to set the reader to thinking and acting rather than merely for his entertainment. Fortunately, this result is being more or less attained since the use of the King drag is becoming more widespread every day, and King has the satisfaction that can come to so few of us in that he has done something that has been really worth while; something that is contributing very largely to making life easier.

Another way in which our earth roads could be wonderfully improved and maintained in uniformly good condition, would be by eliminating the narrow tired wagon wheels, and substituting therefor wide tires. With the universal use of wide tires all of our roads could be kept in far better condition at a much smaller cost.

Every one who can use his wits at all must realize that whenever a heavily loaded wagon passes over a road having a yielding surface it leaves tracks, the depth of which depends upon the character of the road, the width of the tire and the load. Whenever a wagon becomes stuck it is due to the wheels having sunk into the road, because the surface was too soft and the wheels too narrow for the load upon them. After the first wagon has left its tracks the following one increases the depth, which action goes on until finally a rut is worn. Moreover, as soon as a wheel has left its track, water instead of running off of the road remains standing, softens the surface and consequently greatly increases the destructive action of traffic. Holes are formed in the same manner, for

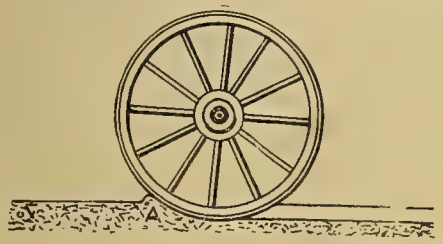


FIG. 1

when a narrow wheel strikes a soft place it leaves a slight impression, and each succeeding wheel increases the depth until finally there is mud hole deep enough to break springs or stall teams.

Not only are narrow tires fatal to roads of a yielding nature, but their destructive action extends, in a much lesser degree, of course, to even the hardest and most durable of pavements. On a hot day the tracks left by a heavily loaded narrow tired wagon on an asphalt pavement may be easily seen. The miserable bumps and holes so characteristic of asphalt pavements are merely the result of the displacement of the road surface.

While greatly lessening the destructive action to hard stone roads, and the effecting of a great improvement on the earth and gravel roads are advantages of the wide tire that make the continued use of

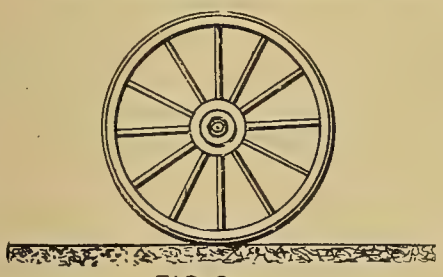


FIG. 2.

narrow tires inexcusable, there is a vastly greater advantage in the tremendous saving in draft that is entailed.

Every cyclist has observed that as soon as he gets on a road where his wheels begin to leave tracks, be the depression ever so slight, that his speed is greatly reduced and the work necessary to drive the machine greatly increased. In fact, this was one of the considerations that led Dunlop to invent the pneumatic tire. If the farmer and teamster only knew this as well as the cyclist, narrow tired wagons would never have come into use.

The vast saving in draft with wide tires has been repeatedly shown in thoroughly scientific manner. One such demonstration was made some thirteen years ago at Columbia, Mo., by the United States Department of Agriculture. By interposing a spring balance between the team and wagon the draft was measured.

Similar heavily loaded wagans were fitted with tires of various widths, and then drawn over all kinds of road surfaces. In every instance it was found that less force was required to move the wide tired wagone. The saving ranged all the way from 17 to 120 per cent., and was greatest on the softest road surfaces. In the final report, it was recommended that the best tire width for the all-around farm and road wagon was six inches, and that the front and rear axles should be of the same length.

Experiments along the same line have been conducted at various times and places, and it has always been found that the wide tire draws very much lighter.

An explanation for the fact is afforded by a study of Figures 1 and 2. Figure 1 shows the narrow tired wheel of a loaded wagon. The load being concentrated on a very small area, the wheel displaces the road material and sinks, with the result that the team is continually pulling the wheel out of a hole or against the displaced road material A which acts as a block.

In Figure 2 the wheel is fitted with a wide tire, with the result that load is distributed over a much larger area, the wheel consequently does not sink into the surface, but moves along a level track.

The principle of the wide tire is the same as that of snow shoes, or the placing of boards over a muddy path. In each case, a sinking action is prevented by distributing the weight over a large area.

Considering the vast improvement in the condition of the ordinary road that would follow with the adoption of the wide tire, the big saving in repairs to paved roads, the great reduction in draft, and the fact that absolutely nothing can be said in defense of the narrow tires now in general use, it is to be indeed deplored that not more has been done to bring about this greatly desired change.

Many of the large manufacturers of wagons are now also engaged in the production of automobiles, and as nothing is so conducive to the widespread use of the motor car as fairly good roads, they can well afford, even from a selfish standpoint, to make their wagons with wider tires. The farmer can with great profit to himself set a good example by insisting on wide tires when buying his wagons.

State highway commissioners should endeavor to have wide tire laws passed and then see to it that they are strictly enforced. At every good roads meeting this subject should be brought up and, if possible, a demonstration made. In European countries where the roads are so carefully maintained in magnificent condition, narrow tires are absolutely prohibited, yet in the United States, where the wide tire is really a necessity, it is so rare that it is almost a curiosity.

G. L.

RACE FOR CITY CONTRACT PRIZES

Milwaukee's Socialistic Administration Buys Motorcycles Only After Being "Shown"—Crolius Leads Contestants.

Milwaukee is undergoing the novel experience of trying out a Socialist government this year. The new administration is of the Missouri variety and its purchasing department in particular is introducing sundry radical methods of selection in choosing new equipment of one sort and another. Hence, when it came to buying two new motorcycles for police use, it was determined to subject the various machines offered to the test of a thoroughly organized road race.

The contest was held on Thursday of this week, 18th inst., on the 78 miles course over the Delafield road. Seven machines lined up for the start at Grand avenue and 30th street, at one o'clock. The route passed through Pewaukee, Hartland, Nashitah, Delafield and Wales, and return.

Lacy Crolius, riding the 4 horsepower single cylinder Harley-Davidson, after stirring up the dust to the tune of nearly 40 miles an hour, was first to arrive, getting in at 3:23. His elapsed time was two hours and one minute. A. Blankhart, riding the Thor, was second, his time being 2:16, while Ralph Sporleder, who required two hours and 25 minutes to cover the course on his Indian twin, came in third. F. T. Odell, single cylinder Indian; Ralph Sene, twin Merkel; Frank Kitsh, Comet, and the R-S finished later in this order.

To the mind of the critical city purchasing agent, Henry Campbell, however, not even this test was sufficient guarantee of the speeding and endurance powers of the various machines, so he organized a second contest yesterday (Friday), this time a 25 miles track race. Harley-Davidsons again were victorious. Crolius, riding the machine he had used on Thursday, finished in 33 minutes and eight seconds, the Thor being beaten by three-quarters of a mile, while the Comet dropped out in the sixteenth mile, after being lapped by the Harley-Davidson. The remaining contestants of the previous day failed to start.

The city council has appropriated $500 for the purchase of the two additional motorcycles. A conference between the city council committee on police, Chief Janssen and Purchasing Agent Campbell has been called to consider the performances of the respective applicants, after which the decision is to be formally announced; that the Harley-Davidson will be selected, however, seems clearly indicated.

Praises for its Police Motorcycle.

The vast amount of work which one policeman and a motorcycle in a little big city can perform, is well illustrated by the annual report of the director of the Canton (O.) police department. The statistics of the service rendered by the machine in the past year, as shown by the report, are as follows: Mileage, 6,000; average monthly fuel consumption, 10 gallons of gasolene and one-half gallon of oil. The average monthly mileage was 500, and the first month the machine was in use—September, 1909—was the busiest, 882 miles being covered. So gratified is the police director with the showing that he has asked the city council for an appropriation for another machine. In concluding his report Dunwoodie pays a glowing tribute to the service which this machine has rendered the city when he remarks: "The police department has never received better service from any one thing than from the motorcycle.'



To Get Rid of Dirt and Stale Fuel.

After a motorcycle has been standing unused for a period of several weeks it is well to drain all gasolene from the carburetter float chamber and even to allow a small quantity of the fuel to escape from the tank by opening the stop cock for an instant while the drain plug is removed. This will remove from the float chamber and pipe all the gasolene which has been standing in it, thus getting rid of any possible sediment which may have settled out of the main body of fuel and so eliminating any chance of choking the jet and also getting rid of the stale fuel. The effect of standing exposed to the air for any length of time is to cause the lighter and more volatile fractions to evaporate, thus rendering starting more difficult because the remaining fractions do not vaporize readily.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

REVEALS RESULTFUL F. A. M. WORK

Wilber's Report for Eastern District Proves Benefits of Organized and Able Effort—His Suggestions.

The report of Vice-President Wilber, of the Eastern District F. A. M., rendered at the annual meeting in Philadelphia last week was to the point and showed how, despite handicaps, that rare worker had been able to achieve results and organize his district as no district ever had been organized before.

It stated that "owing to the amazing and unprecedented conditions which had prevailed'" for about eight months, his district had received no co-operation whatever from the national secretary, and, perforce, it had been compelled to rely on its own resources. On the first day of the present month, Mr. Wilber said, he had received from Secretary Ball 1,660 membership cards, which, subject to deductions for lapses and errors, showed a total of 661 new members, the total membership in the district being distributed as follows: New York, 745; Massachusetts, 286; Maine, 26; Delaware, 8; Vermont, 7; New Hampshire, 64; Pennsylvania, 190; Connecticut, 125; Rhode Island, 71; New Jersey, 138. The lapses, Mr. Wilber reported, so nearly balanced new members that the net gain was small, and he hoped that it would be possible to do better than simply exchange 75 old members for 100 new ones. The appointment of local commissioners had saved many memberships which otherwise had lapsed. In one case, which was quoted, 20 memberships had expired in one city and but 2 had been renewed. When the local commissioner "got busy" all save one of the delinquents had been recovered.

Local commissioners had been appointed as follows: New York, 27; New Jersey, 8; Rhode Island, 6; Pennsylvania, 19; New Hampshire, 9; Connecticut, 8; Maine, 15; Massachusetts, 18. Every state in the district has a complete organization, consisting of state commissioner, state secretary and a full complement of committees. Eight clubs became affiliated during the year.

The first of a series of maps and route cards are now in the hands of a committee, and it is expected that they shortly will be forthcoming.

Haste a Foe to Good Patching.

A good rule always to bear in mind when tackling a roadside job of tire patching is: "Do not hurry." When carefully done, there is practically no uncertainty about the success of a tire repair, even if carried out by relatively unskilled hands and under unfavorable conditions. If the repairer is in too much haste, however, it is practically assured that the patch will not hold.

EXCELSIOR AUTO-CYCLE CLOTHING

Like the bicycle and the automobile, the complete enjoyment of a motorcycle requires special clothing designed for and adapted to conditions. Fully realizing this, we began giving our attention to this matter some two years ago with the result that Excelsior motor suits have become the standard throughout the country.



Nos. 4308, 4307 and 4715

The presto collar was an Excelsior idea and while it has been widely copied it is made right only on Excelsior suits. The feature of this collar is that it may be hooked together as shown in the illustration, making it a close-fitting military collar or it may be turned down and folded over in the form of an ordinary lapel or rolling collar.

The trousers have reinforced seats and extra strong pockets and are all of ample length to meet the regular pattern puttees. In short, these garments are made throughout in the best possible manner for motorcycle wear by experienced clothing designers who have made a special study of the situation.

Excelsior motorcycle clothing has done more than any one thing to popularize motorcycling in the United States.

ENGLISH ROSEBERRY WATERPROOF

These suits are made of genuine English Roseberry, in olive, light tan and brown. Blouses are plaited Norfolk style with presto collars and cuff protectors. These are both dust and waterproof. They are light in weight and one of the most comfortable suits for summer wear ever made. Colors are extremely pleasing and they are one of the most popular motor suits ever made.

No. 4308. Olive Roseberry, price per suit, including coat and trousers..$20.00
No. 4307. Eame, light tan..... 20.00
No. 4715. Same, brown 20.00

ENGLISH WHIPCORD

This suit is of a very fine quality English whipcord. The coat is the Norfolk style with flat plaits and belt and presto collar. Trousers are loose-fitting and button below the knee with a wide band.

No. 4716. Light tan whipcord, price per suit, including coat and trousers $12.00
Caps to match above, each..... 2.00



No. 4716

MOTORCYCLE DUSTERS

Special Feature Divided Coat

These coats are designed especially for the motorcyclist who wants a light dust coat to slip over his regular business suit to keep it clean and free from dust.

The coat is full length, full skirt, so designed that each half of the skirt can be wrapped smoothly and comfortably around the leg and securely buttoned. Together with puttees or leggings, this completely protects the clothing and makes a dust-proof union suit of neat appearance and practical utility. No rider should be without one.

Style M. Single breasted tan linen, 52 inches long, box collar, light weight, price each..... $2.50

Style N. Single breasted tan linen, 54 inches long, military collar, price each..... 4.00

Style O. Single breasted khaki cloth, very serviceable, 54 inches long, military collar, price each..... 5.50



Dust Coat—Ready for Riding

KHAKI KNOCKABOUT

This suit is made for rough wear but is still of pleasing appearance and thoroughly well made. The blouse has large side pockets and military collar. Goods are standard grade army khaki. Made for hard service and may be washed repeatedly without damage.

No. 4719. Price per suit, including blouse and trousers..... $7.00

No. 4301. Similar in design to No. 4719, but with presto collar. Material is army officers' khaki cloth, light tan in color. Undoubtedly the greatest value for the price ever offered. Price per suit, including blouse and trousers..... 10.00



Nos. 4719-4301

EXCELSIOR SUPPLY CO., Estab. 1876 **Randolph St. Bridge, Chicago, Ill.**

TAKING CARE OF NEW YORK'S ROADS

Not Much Evidence of it, but State has Theory and Bureau—How they are Supposed to Work.

Residents of New York state, who have seen many miles of new road quickly go to ruin on account of insufficient or entire lack of care, probably will be surprised to learn that the Empire State boasts of a bureau whose sole duty it is to see that the highways are kept in first class condition. This bureau, which was organized in the early part of 1909, is officially designated as the Bureau of Maintenance and Repair, and is supposed to work as follows:

A first deputy has charge of the maintenance and repair of roads after their completion, and his whole time and attention should be given to this one subject.

The state has been divided into six divisions. In charge of each of these divisions is a superintendent of repair. This superintendent of repair has charge of all the work of maintenance and repair in his division, except the work of resurfacing, which is superintended by the division engineer, who has charge of that division under the construction department.

Each division is divided into sections comprising one or two counties, according to the mileage of completed roads in those counties. A highway inspector, who is a practical man in so far as it has been possible to obtain such men from the civil service list, is assigned to each section. The completed highways are divided into patrols of from three to five miles each. A patrolman is appointed to care for the work continually on the patrol to which he is assigned under the direction of the highway inspector. The patrolman furnishes a horse and wagon having a capacity of about three-quarters of a cubic yard. These wagons are painted and marked with the number of patrol and the words "Department of Highways." It is the duty of these patrolmen, under the direction of the highway inspector, to work continually on their patrols, carting screenings or three-quarter-inch stone, to prevent ravel, repairing ruts, trimming the shoulders, cutting grass, opening the ditches, repairing guard rails, etc.

The patrolmen make a weekly report to the highway inspector, showing stations where the work was performed each day and the kind of work done. The highway inspector makes the rounds of his patrolmen as often as possible, directs his work and reports weekly to the superintendent of repairs, showing the roads inspected, their condition, and notes any absence of patrolmen from duty.

The patrolmen are provided with a staff containing a round metal disk on which is painted the number of his patrol and which he carries in his wagon on going to and from work and which he plants upright in the shoulder of the road opposite the place where he is working each day. This staff enables the highway inspector to know on his inspection trips on what part of the road the patrolman in working, so that in case he has gone for material he can wait until he returns.

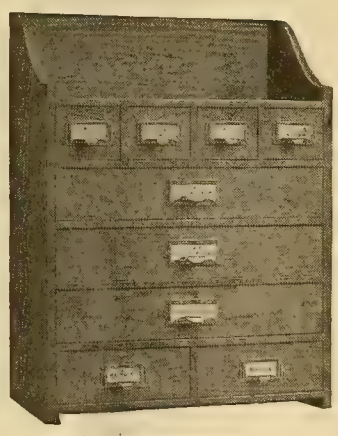
The patrolman takes his orders from the highway inspector in charge of the section. The highway inspector in charge of the section takes his orders from the superintendent of repair in charge of the division, and the superintendent of repair reports daily to the first deputy on all roads inspected in his division, showing the county, number of roads, remarks as to their condition, and his advice as to their treatment. The superintendent of repair in charge of the division also assigns to the county superintendent, who is appointed by the board of supervisors, such work of repair as may be done during the season and which is of such magnitude that the patrol system is unable to handle it.

When it is necessary to resurface a road, plans and specifications are drawn, work is advertised, and it is let by contract.

The work done under the bureau of maintenance and repair on the whole has beeen fairly successful. As might be expected, some failures have been made due to poor material used for a cover or because the oil was not properly applied. The cost of treating one mile of 16-foot macadam highway, according to the method set forth in the above specifications and with a good grade of asphaltic oil, is approximately $425 a mile for one treatment.

Rural France Demands Bicycles.

Indicating the growing appreciation of the bicycle as a vehicle of utility in that part of France, it is reported that the use of bicycles in the city of Marseilles has decreased but that sales in the surrounding country districts have, if anything, increased. Official statistics show that there were 29,037 ordinary bicycles in the Department of the Bouches du Rhone and Corsica in 1909, as against 25,329 in 1908. There is a good demand on the part of workmen living at a distance from their work for machines ranging in price from $23 to $29. Machines ranging from $48 to $58 are also in demand for excursion and touring purposes.



FREE—A "SYSTEM" SHOP CABINET For Bicycle Repairmen

For 30 Neverleak Certificates you can obtain this wonderfully handy "System" Shop Cabinet. It is made of quarter-sawed oak, is 23 inches high, 17 inches wide and contains nine drawers, 8½ inches deep, neatly partitioned into compartments for balls, nuts, washers, spokes, nipples, etc.

The "System" Shop Cabinet is a veritable "little giant" for capacity, compactness, detail, neatness and economy. It will save a vast amount of time and prevent the waste of materials and small parts.

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.



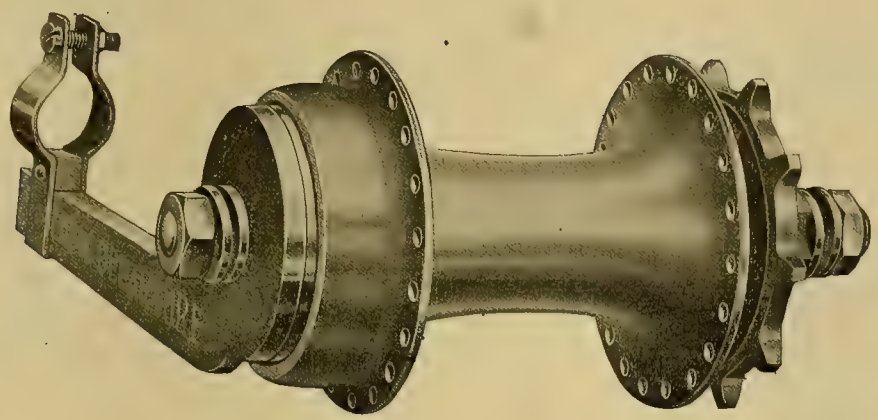
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INTERNAL EXPANDING BAND COASTER BRAKE FOR MOTORCYCLES



Stands Pat in the Hardest Kind of Test

Brockton, Mass., Aug. 12th, 1910.

NEW DEPARTURE MFG. CO.,
Bristol, Conn.

Gentlemen: We are pleased to say that the M.M. Team was the only one that entered the great F. A. M. Endurance Run to finish all riders. Machines were equipped with New Departure coaster brakes and they gave most excellent satisfaction throughout the run.

In our opinion there is no coaster brake on the market equal to the improved New Departure.

Yours very truly,
AMERICAN MOTOR COMPANY,
Per W. T. Marsh.

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THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

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PATENTED IN AMERICA AND ENGLAND

Majestic Belt Drills

Majestic Adjustable Belt Fasteners

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Majestic Tubular Baggage Carriers

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and a lot of other useful specialties that can be sold anywhere at anytime giving the dealer a profit and the purchaser satisfaction everytime.

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OR

Majestic Manufacturing Co.
Worcester, Mass,

Foreshadows of Coming Events.

The South Side Motorcycle Club, St. Louis, Mo., has scheduled a reliability run for September 4th and 5th. The route will be from St. Louis to Hannibal, Mo., and return, a total distance of 250 miles, which, however, is 50 miles short of the distance required by F. A. M. rules.

The annual fall century run of the Long Island Division of the Century Road Club Association has been set for August 28th. It will be run in two divisions, a fast one and a slow one. The route will be from Brooklyn to Babylon and return. W. Jacobs, chairman, 560 Greene avenue, Brooklyn, is in charge of the entry list.

The 100 miles record run of the Century Road Club Association, which really is a road race and probably the most important one of the year in the East, will be decided on September 11th next. It will be run over the Long Island course as usual. Sylvian Segal, 100 West 88th street, New York City, is chairman of the promoting committee.

Schenley Park Oval, a half mile dirt track, on September 10th will be the scene of a race meet promoted by the Pittsburg (Pa.) Motorcycle Club. Eight events will be decided, chief of which will be an hour race and an Australian pursuit race. No machine exceeding 45 cubic inches will be permitted to be used. Gold medals for firsts and bronze for seconds will be the awards in each race.

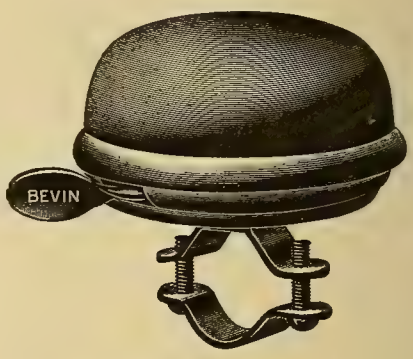
On Labor Day, September 5th, Peoria, Ill., will have its first motorcycle race meet. It will be run on the local mile track, under the auspices of the Peoria Motorcycle Club. Ten events are carded, three of them for private owners. The chief event, however, will be a 25 miles free-for-all. A. H. Whigam, secretary of the club, 114 So. Adams St., is in charge of the entry list, which closes September 2d.

That active organization, the Plainfield (N. J.) Cycling Club, of which Jack Horner is the mainspring, has programmed a carnival of road races for Labor Day next, September 5th. The events that will be decided are as follows: Ten miles handicap, open; one mile county championship; one mile city championship; one mile race for boys, not exceeding 14 years of age, and a five miles handicap for colored riders. The races will be run on the Mountain avenue course. The ten miles handicap will be the big event, the prizes offered being of a nature that should insure a big field of starters. They include a Columbia racer, a Crawford racer, a Crown roadster and a diamond ring. Horner, of course, is receiving the entries.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

SUNDRIES That Sell Wherever Bicycles are Sold

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such a varied selection that all purses can be accommodated.

Our catalog illustrates the various patterns.

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10,000 Pennsylvania "First" Bicycle Tires

AT BARGAIN PRICES

This is an unusual opportunity. Over 5,000 pairs first quality tires at Bargain prices in spite of the big advance in the cost of crude rubber.

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LOT No. 265.	LOT No. 225.	LOT No. 185.
This is the pick of the bunch. There are various styles and brands, all regularly priced at wholesale, up to $4.00 and some as high as $4.50. In ordering, mention "Lot No. 265" and state size you want. Trade prices on application.	This is the grade dealers are accustomed to pay $3.00 for and will cost $3.50 for regular goods based on the prices manufacturers are asking now. We will see that the tires shipped you are good value or you can return them upon receipt. Trade prices on application.	This is the tail end of the lot, the principal recommendation being the low price. They value up in the regular way at wholesale to $2.25 per pair or perhaps $2.50, when we remember the new cost of rubber. Trade prices on application.

Send for Our Bargain Book and "Third Edition" Price List.

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in

MOTORCYCLE TIRES

With prices of motorcycle tires increasing generally, we, by reason of an advantageous purchase, can offer attractive prices (while they last), and immediate delivery on the following:

2000 1908 G & J double clinch, raised tread.

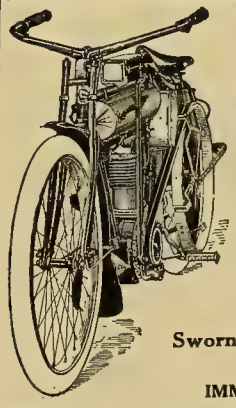
These tires are not "seconds."

1909 M & W moulded double clinch.

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SEND FOR OUR COMPLETE MOTORCYCLE SUPPLY CATALOG



The Ever-Consistent Yale

Nichols, one of the three Yale riders in the 350 mile Endurance Contest held by the New Jersey Motorcycle Club, May 30-31, 1910, **won the Silver Trophy Cup for the most CONSISTENT PERFORMANCE of the 50 contestants. The Yale team—as usual—achieved a clean score.**

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¶ Do you wonder why we hold so many year after year, and constantly add to their number?

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¶ It might pay. It probably would. In any event, it wouldn't cost anything to find out. Be sociable and drop us a line now while you're thinking about it.

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No other motorcycle coil has the Pan Cake method of winding. It is our patent and exclusively used by us.

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From the standpoints of neat appearance, economy and endurance these coils are unequalled.

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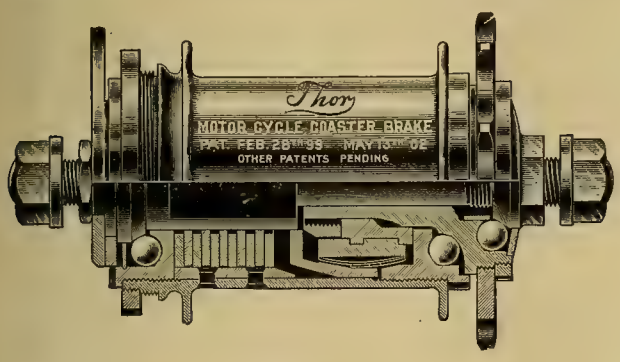
on a bicycle or a motorcycle, you need no more convincing proof that the builder of the bicycle or motorcycle is not "pinching the pennies," and that the machine is a "safe buy."



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is built for such work as was made necessary in the F. A. M. Endurance Contest. It is built to withstand rain, mud and mountains; and it does it. To those who know the *Thor* brake it was no surprise that it carried off the honors of the contest. It was fitted to the three machines that earned perfect scores and to five of the other 21 that finished. Your own safety requires the best brake it is possible to procure. Why not specify *Thor* when you place your orders?

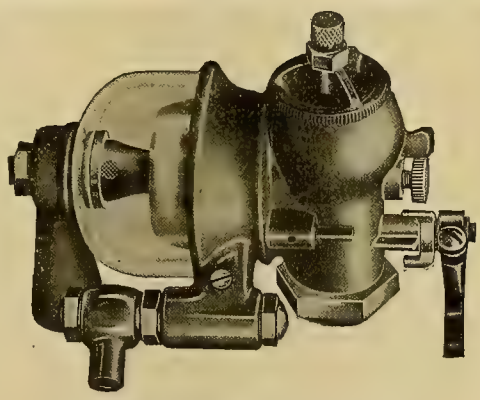


AURORA AUTOMATIC MACHINERY CO., Licensed Coaster Brake Manufacturers **Thor Building, Chicago, Ill.**

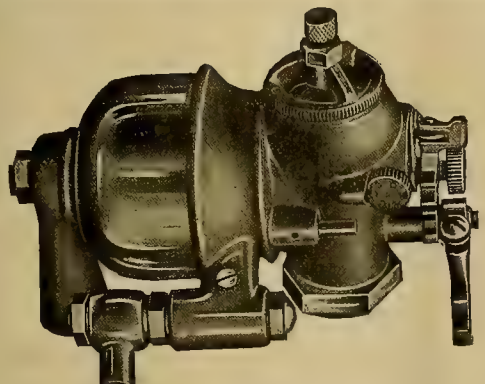
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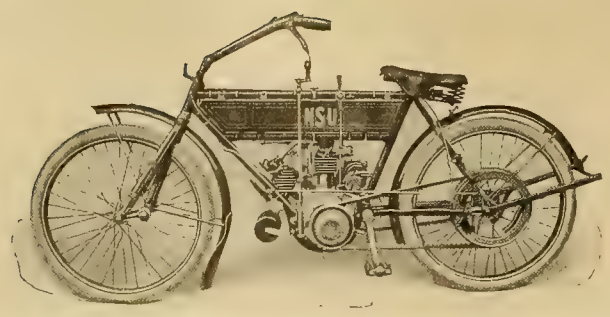


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The Spring Frame and Spring Fork saves his bones and teeth from being rattled about like a dried gourd in a November breeze.

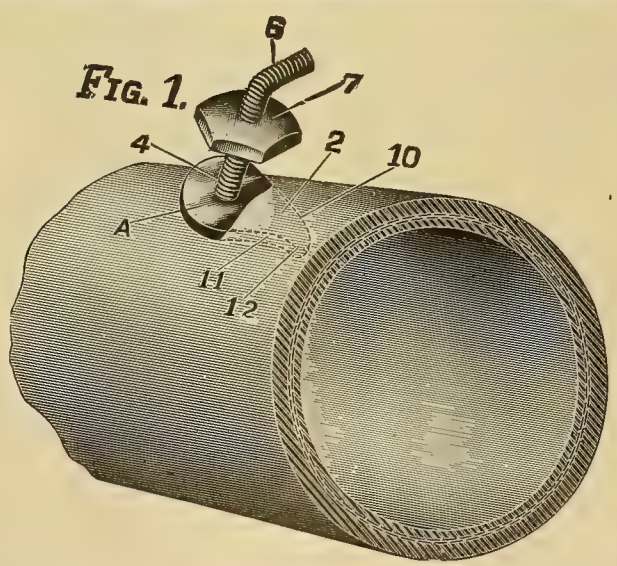
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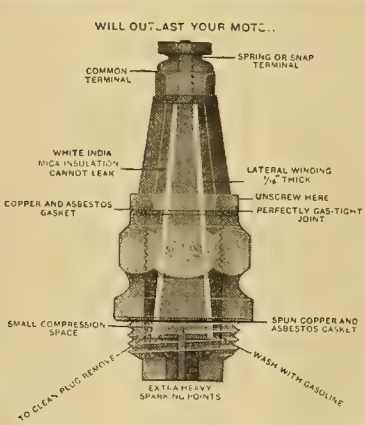
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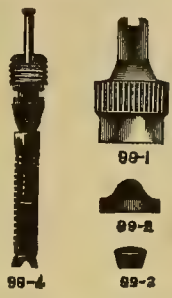
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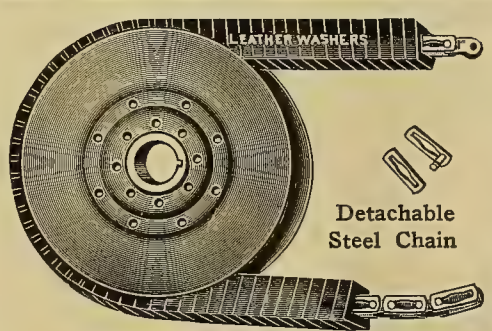
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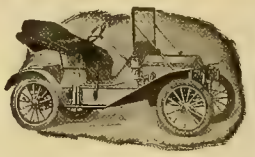
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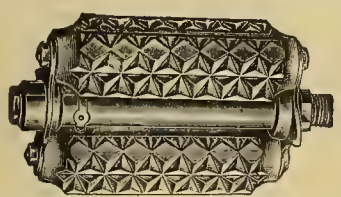
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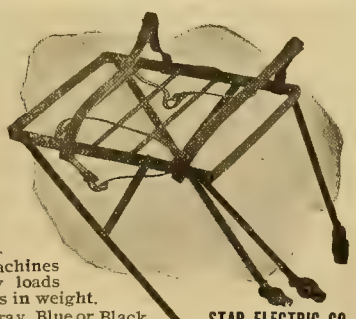
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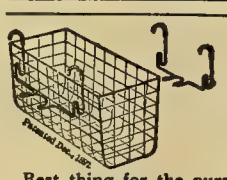
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DOW'S BICYCLE LUGGAGE CARRIER

Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.
DOW WIRE AND IRON WORKS, Louisville, Ky.

Special Stampings
FROM
SHEET METAL
THE CROSBY CO., Buffalo, N. Y.



American Motorcycles
Our Agency proposition is the best yet. We give a discount that will make you money. Write us.
AMERICAN MOTORCYCLE CO.
Wells & Seigel Sts., Chicago



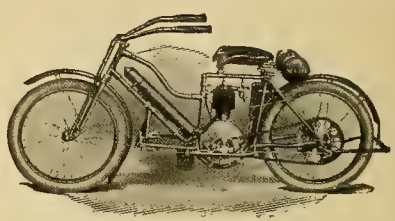
We make special
DROP FORGINGS
for motorcycles. Let us quote you from your specifications,
THE BILLINGS & SPENCER CO.
Harttord, Conn.

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

THE TUCKER WOODWORK CO.
SIDNEY, OHIO

Bicycle Wood Rims

NEW ERA
Two Speed, Free Motor, Hand Cranked Motor, Comfortable Form Seat



Send for catalogue and agent's terms

THE NEW ERA AUTO-CYCLE CO.
No. 2 Dale Avenue DAYTON, OHIO

RELIANCE Motorcycles
Get catalogue and prices.

Reliance Motorcycle Co.
Owego, Tioga Co., N. Y.

The NIGHTINGALE Whistle
for any MOTORCYCLE

Sounds a harmonious bird-like trill. Operated from exhaust. Gives no back pressure.

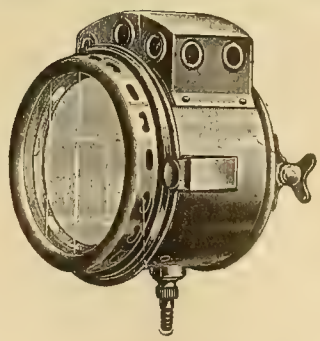
Attached quickly and without expense—simply clamped to exhaust pipe.

ASSURES RIGHT OF WAY

Made of Brass **$4.00** Complete F. O. B. New York

Nickel plated, $1.00 extra

NIGHTINGALE WHISTLE MFG. CO., 1783 Broadway NEW YORK



No. 106—Price each, $3.00

Just What You've Been Longing For

MOTORCYCLE SEARCHLIGHTS

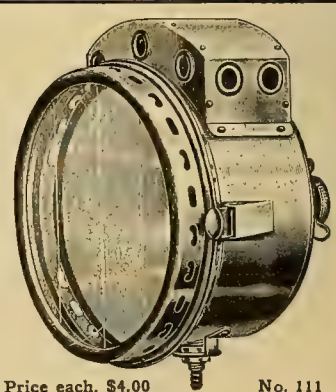
The kind of lamps one can depend on. Well constructed; riveted, not soldered. Fitted with fine mirror lenses and highly polished nickeled interior. Result, a brilliant, far-reaching, white light, surpassing any lamp ever devised for motorcycle use.

TWO SIZES { No. 106—4⅘ inches high; weighs 9 ounces. No. 111—6 inches high; weighs 12 ounces.

We carry everything for the motorcyclist. Dealers should write for our new catalog and trade discounts.

We have an interesting proposition to dealers. Address Dept. B

THE MOTOR CAR EQUIPMENT CO., 55B Warren St., NEW YORK



Price each, $4.00 No. 111

WHEN experienced tradesmen get together and "talk tires"

and grow confidential, it is rare that admission and agreement does not follow that

Kokomo Tires

FOR BICYCLES

FOR MOTORCYCLES

always have been the best values ever offered.

They always have been safe quality and it never has been tinkered with. The Kokomo formula was right from the beginning.









Kokomo Rubber Company

KOKOMO, INDIANA

Emblem's Splendid Performance

In the recent F. A. M. 500 mile Endurance Contest, the Emblem Mfg. Co. was represented by five of its Emblem Motorcycles. The factory was represented by the same team of four intrepid riders that made so good and praiseworthy a showing in the 1909 F. A. M. Endurance Contest, consisting of John C. Glas, Supt. of the Emblem Mfg. Co.; Geo. A. Heil, Foreman of the Engine Department; M. E. Gale, of Angola, and H. R. Lock, of Buffalo, N. Y.

These riders, accompanied by L. W. Shipman, of Hamburg, N. Y., who was riding as an outsider, checked out of Philadelphia on Monday morning on time, and all had perfect scores until they were overtaken by the rain storm at Hackettstown which put so many riders out of the contest. But with the determination not to give up, these riders pushed forward, and under their own power went over the course as laid out by the officials, and Mr. Glas and Mr. Gale reached Stroudsburg Monday night. Mr. Heil and Mr. Lock arrived early next morning, as also did Mr. Shipman.

These five riders left Stroudsburg Tuesday morning and all reached Newark on time Tuesday evening, although they had been disqualified by the officials in charge of the run. They left Newark on time Wednesday morning and at 3:20 Wednesday afternoon M. E. Gale checked in at Camden Ferry and at 3:30 at the Empire Garage, being the first rider of the entire 124 men starting on the run to cover the entire distance, and to reach Philadelphia.

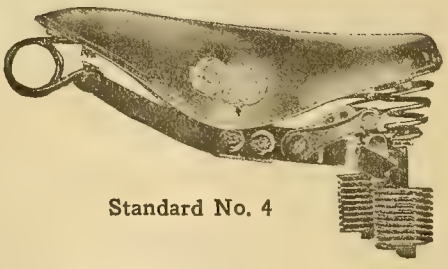
The other four Emblem riders reached Philadelphia on Wednesday afternoon on time, as indicated by their cards, making the run one of the most praiseworthy possible; for these five riders covered every foot of the 500 miles and not only arrived on time as per card, but one of their number has the honor of being the contestant riding the entire distance and reaching Philadelphia first.

The performance of these five Emblem Motorcycles under the trying conditions that existed, and their going through the entire run and reaching Philadelphia both ahead and on time, makes a record of which the manufacturers of the Emblem Motorcycles properly are proud.

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.

Motorcycle Manufacturers See and Compare
The 1911
MESINGER STANDARD No. 4 and CAVALRY No. 3



Standard No. 4



Cavalry No. 3

The Original and Superior Qualities are Supreme in the 1911
MESINGER MOTORCYCLE SADDLES.
For long distance or racing the Mesinger Cavalry is the Winner.

Ask the Rider and Watch the Rider Riding It.

H. & F. MESINGER MFG. CO., 1801-1807 First Ave., NEW YORK

FISK *Quality* BICYCLE TIRES

TIRE Quality and FISK Quality are so closely associated by discriminating wheelmen and motorists, that they mean the same thing. They both mean SERVICE—and Fisk Bicycle Tires are admittedly pre-eminent in that respect.



FISK NEW DEPARTURE ROAD TIRE and FISK PREMIER ROAD TIRE are identical except in style of tread, the NEW DEPARTURE having a special corrugated tread while the PREMIER has a raised one. They are of close woven fabric and represent standard quality; nothing better can be made at their price. They have been selected as regular equipment for many of the best known medium priced bicycles. Wherever these tires are once used they are strongly advocated.



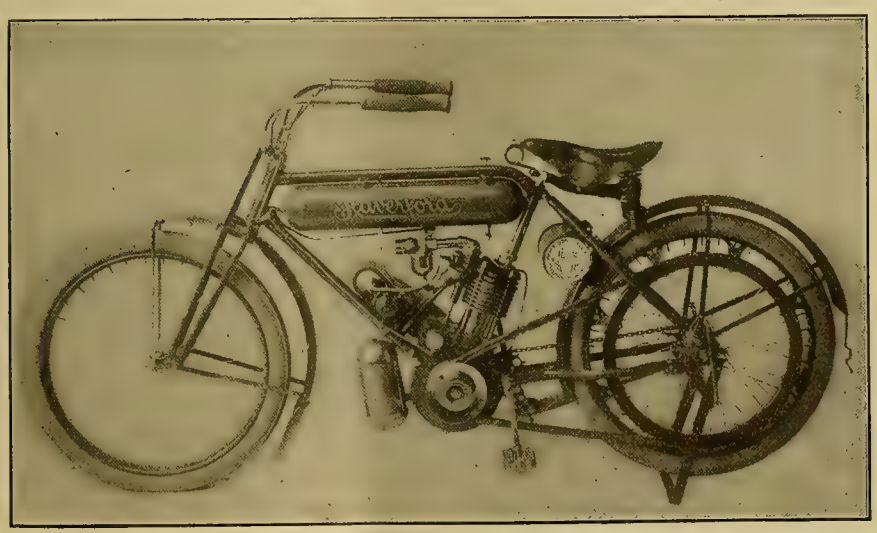
Write for illustrated booklet and prices of Fisk Bicycle Tires.

THE FISK RUBBER COMPANY

Department E — *Branches in Seventeen Cities* — Chicopee Falls, Mass.

THE HAVERFORD

Sets a New Standard of Motorcycle Value



A guarantee of speed, durability, dependability and comfort to the owner.

A guarantee of big profits for the wide-awake agent.

$150 Equipped with Battery Ignition

$185 Equipped with Bosch Magneto

Model H, Schebler Carbureter

Do you want to be a live agent or the satisfied owner?

Catalogue or agents selling proposition on request.

1911 MODEL Bosch Equipped **NOW READY**

HAVERFORD CYCLE COMPANY

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.
427 10th ST., N. W., WASHINGTON, D. C.
763 MAIN ST., BUFFALO, N. Y.
1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.

YOU WINNERS AND OTHERS

¶ The perfect scores secured by the THOR were made possible by the use of the High-grade Pfanstiehl ignition. There is no other ignition equal to it for motorcycles.

Pfanstiehl Electrical Laboratory

123 State Street **North Chicago, Ill.**

Pedals

Toe Clips

TRADE DIAMOND E SPOKES AND NIPPLES MARK

Spokes

The Hall Mark of all good bicycles.
It's stamped on every spoke.

THE STANDARD CO.
Torrington, Conn.

THE SURVIVAL OF THE FITTEST

3.
3692

POSTAL TELEGRAPH — COMMERCIAL CABLES

POSTAL TELEGRAPH INDEPENDENT COMPETITIVE PROGRESSIVE COMMERCIAL CABLES

NIGHT LETTERGRAM

The Postal Telegraph-Cable Company (Incorporated) transmits and delivers this night lettergram subject to the terms and conditions printed on the back of this blank.
CLARENCE H. MACKAY, PRESIDENT.

COUNTER NUMBER.	TIME FILED. M.	CHECK

Send the following night lettergram, without repeating, subject to the terms and conditions printed on the back hereof, which are hereby agreed to.

Philadelphia, Pa., August 10, 1910.

G & J TIRE CO.,
Indianapolis, Ind.

Only twenty-two riders finished within time limit, twelve of whom were equipped with G & J Tires. Morgan & Wright seven, Goodrich three. Heartiest congratulations.

F. X. BERRODIN.

The above results of the F. A. M. Endurance Run prove beyond any doubt the value and superiority of

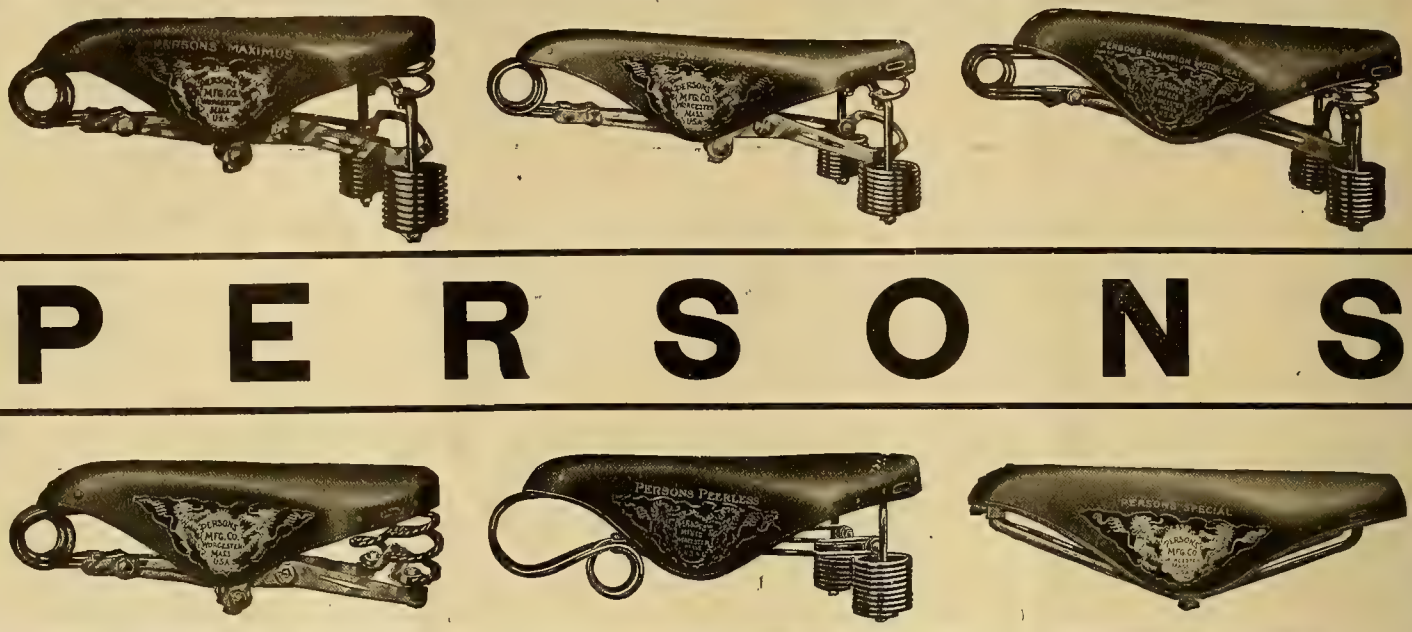
G & J TIRES

the product of a factory whose slogan of QUALITY—SERVICE—SATISFACTION is always maintained.

G & J TIRE CO.

Indianapolis, Ind.

IF THAT NAME



PERSONS

is on the saddle you are using you have the satisfaction of knowing that you are getting ALL the comfort and pleasure a saddle affords, which is more than you can say if your saddle bears any other name.

PERSONS MANUFACTURING COMPANY, Worcester, Mass.

The Triumphs of Bosch-Equipped Motorcycles at F. A. M. Races

Perhaps one of the most noteworthy features of the F. A. M. Motorcycle Races held at Point Breeze, Philadelphia, August 12-13th, was the extraordinary number of victories of motorcycles equipped with Bosch Magnetos and the almost unanimous choice of this ignition by riders and entrants of the various motorcycles that took part in these races.

The Bosch-Equipped Victors of the First Day were:

J. Boyd Anderson	10 Mile Private Owners' Race	7 Indian—BOSCH.
Raymond Seymour	10 Mile Invitation	7 Indian—BOSCH.
Raymond Seymour	1 Mile National Championship	7 Indian—BOSCH.
Louis Steinhouser	10 Mile Philadelphia Championship	3½ Bradley—BOSCH.

The Bosch-Equipped Victors of the Second Day were:

J. Boyd Anderson	10 Mile Private Owners' Race	7 Indian—BOSCH.
M. J. Graves	10 Mile National Championship	7 Merkel—BOSCH.
W. J. Tuebner	15 Mile Amateur Contest	4 Merkel—BOSCH.
W. J. Tuebner	10 Mile Invitation Race "G & J" Cup	4 Merkel—BOSCH.
J. Boyd Anderson	1 Hour National Championship (54 Miles)	7 Indian—BOSCH.
Harry Nixon	Times Trophy Race, 15 Mile Handicap	4 Merkel—BOSCH.

BOSCH MAGNETO COMPANY, 223-225 West 46th St., New York

Chicago **San Francisco** **Detroit**

POPE Bicycles

OUR travelling men, who have been at headquarters in conference, are rounding up their affairs and will soon be out on their territories with full particulars of the 1911 Pope lines.

It has been a great Pope season and its going strong yet. Never before have bicycles sold so well into the summer months, with every indication of large Autumn trade. It is a good, healthy sign and foreshadows a big and money-making Pope season in 1911.

Far more than in any previous year it will pay dealers not now handling Pope lines to communicate with us before making definite plans.

Build up your sales and reputation on "TRADEMARK" Bicycles

The Pope Manufacturing Co.

HARTFORD, CONNECTICUT



You Can Repair the Goodyear Pathfinder

That's one thing that brings more bicycle tire customers to the Goodyear Pathfinder dealer.

The Pathfinder single tube tire is so constructed that lasting repairs can be made either by plugs or vulcanization.

Most bicycle tires cannot be repaired. Once they begin to wear out it's the junk pile for them. The reason the Goodyear Pathfinder can be repaired is that it is made only of new rubber as nearly pure as possible to put in a bicycle tire to vulcanize properly.

We pay four or five times for Pathfinder Rubber than we would have to pay for inferior grades. We could even get "reclaimed" rubber from old worn out tires, overshoes, etc., at 10 cents a pound.

But that wouldn't make the kind of tire you get in the Pathfinder.

The fabric in the famous Goodyear Pathfinders is a special closely woven Egyptian. A strip of this fabric one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The Pathfinder's cover is another strong feature. See how tough it is! Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

Remember, more than 600 dealers—one to a town in all parts of the country—are making money on the Goodyear Pathfinder.

It is one of the most popular tires of the Goodyear line—and that's saying a good deal.

Write us, if we are not represented in your town, and see what there is in it for you. Start a letter today!

The Goodyear Tire & Rubber Company

MOAL STREET, AKRON, OHIO.

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 E. Seventh St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.

THE MUSSELMAN
Automatic Coaster and Brake



A Child can put it together.

The Brake Without
The Side-Arm

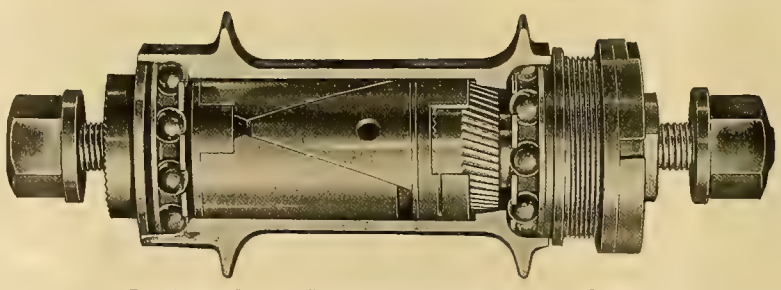
STRONG LIGHT
SMALL POSITIVE
SIMPLE SENSITIVE

The Brake Without
The Lock-Washer



"Weighs only 25 ounces."

It's the only genuine automatic coaster brake made; it does its work without the assistance of springs, levers, braces, side arms, etc., and is absolutely free in coasting, positive and sensitive in driving and braking. No clicking or rattling at any time.



Sectional View Showing Arrangements of Parts.

WRITE FOR A DESCRIPTIVE BOOKLET, "THE ARMLESS WONDER."

THE MIAMI CYCLE & MFG. CO., Middletown, O.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. New York, U. S. A., Saturday, August 27, 1910. No. 23

MUST EXPAND WITH THE BUSINESS

Twentieth Century Moving from New York City to New Jersey—Larger Factory was Needed.

Such has been the activity among the makers of cycle and motorcycle accessories, owing to the immense volume of business that has characterized the present year, that at least one company has found it necessary to transplant its whole factory in order to get the necessary room for expansion. Having been greatly handicapped of late because of its inability to increase its lamp and accessory manufacturing facilities to correspond with the increase of the business, the Twentieth Century Mfg. Co. is moving its factory from 19 Warren street, New York City, to Newark, N. J., where it expects to be fully settled at 416-422 Ogden street about the first of October.

Almost six times the space of the present New York factory will be afforded in the new quarters, which are situated on the line of the Delaware, Lackawanna & Western railroad. Sales Manager Thomas M. Dunham explains that the new location will give all the shipping facilities that are available in New York City, in addition to which there is light, air and space such as cannot be secured in the Metropolis under ordinary conditions. All of the company's workmen and office force are going to Newark, and the employes will continue in the positions in which they have been trained for several years, thus minimizing the confusion usually attending a transplantation of a busy manufacturing institution.

Dunham has just returned from a business trip to the Pacific Coast. He reports trade as being good all the way through from coast to coast, and the enlargement of the company's factory is a symbol of his expectations of a greatly increased business next year.

Four Cylinders for Detroit Product.

Having developed a four cylinder motorcycle with a shaft drive, elliptical springs on the rear wheel, a seat instead of a saddle, and other departures from usual practice, the Autoette Mfg. Co., of Detroit, Mich., has been incorporated with $100,000 capital, and purposes to start a factory. The officers of the enterprise are A. J. Potter, president; J. J. Chapin, treasurer; Allen Horton, vice-president; H. B. Schantz, secretary.

Reading Standard Receiver Appointed.

Acting upon the petition of the creditors of the Reading Standard Co., of Reading, Pa., the court has appointed the Pennsylvania Trust Co. as receiver for the concern. In accordance with the reorganization plans which the Bicycling World last week indicated would be put into effect in connection with the receivership, C. E. Woods will be placed in charge of the plant.

Taggart & Smith Visited by Fire.

Fire visited the cycle establishment of Taggart & Smith, Welland, Ont., on the 23d inst., burning the place and its contents. The loss on the latter was about $1,800, of which $1,000 was covered by insurance, while the $800 loss on the building was double the insurance. The origin of the conflagration is unknown.

Takes a Motorcycle Agency.

The handling of motorcycles is a new feature which has been added to the business of the Flanders Automobile Co., of Salt Lake City, Utah. The company has taken the agency for the New Era and is exhibiting a sample machine at its garage.

TEXAS DEVELOPING A BIG MARKET

Prosperity and Good Roads Cause Heavy Buying—Bond Tells of Condition in Lone Star State.

Manufacturers of bicycles, motorcycles and accessories who are not already represented there, have reason to investigate the business possibilities and present situation in Texas, according to R. A. Bond, of Houston, who is on a buying expedition in "the North" and who is bubbling over with true Texan enthusiasm and "hot old Houston" boom spirit. He is the secretary of C. L. & Theo. Bering, Jr., Inc., a Houston firm which has a large slice of territory for Excelsior motorcycles, and which in addition to cycle and motorcycle supplies and accessories also handles the Thor line. He declares that without personal investigation, few people in or out of the trade can realize the vigor and volume of business that is being done in the Lone Star State, which latter, because of its prosperity, its topography and its roads, is buying bicycles and motorcycles to an extent that would surprise the unsophisticated.

"Crops are fine in the Southwest," Bond says, "and money is plentiful and easy. Texas itself is so big that even if a local crop failure or financial depression occurs in one part of the state the people in the Texas cities hardly need pay any attention to it.

"Good roads are being extended through all the main divisions of the state. Right around our city over $1,500,000 now is being spent in road improvements. The shell roads which we are building are of such a nature that they pack harder and improve the more they are used, and water drains through the shell particles as easily as through a sieve, so that the surface does

not suffer from rains. Then, too, the land is so flat that such a device as a two-speed for bicycle or motorcycle is never necessary. There are practically no grades whatever that amount to anything, the whole state, like the people themselves, being 'strictly on the level.'

"It would astonish many firms in the North who consider themselves much larger than we are to know the amount of business we do for cash right over the counter in tires, accessories and supplies. And we are by no means alone in making big records, as similar business is being done in all of the Texas cities where people have plenty of money."

Increased German Foreign Trade.

While Germany's imports of finished machines during the first half of the current year remained much as they were a year ago, her exports expanded from 828,100 to 1,006,100 kilo.; in other words, Germany despatched abroad no fewer than 65,496 machines, compared with 54,857 in 1909. In cycle parts, there is the same upward tendency, 5,555,710 kilo. having been exported, as against 4,360,500 kilo. from January to June in 1909. Great Britain maintained her place at the head of the buyers' list, increasing her consignments from 795,400 kilo. to 968,800 kilo. Germany's imports of cycle parts stood at 93,400 kilo. compared with 52,300 kilo. in 1909. British parts, purchased for high-grade machines, account for over 50 per cent. of this total.

Diamond Opens a Paris Branch.

A branch in Paris, France, has been opened by the Diamond Rubber Co., of Akron, O., for the supplying of Diamond tires to visiting Americans and to the French trade. It is under the management of Keith L. Goode, an American who has resided in Paris for 15 years.

Pope Sales Force in Conference.

The managers and travelers of the Pope Mfg. Co. gathered at the headquarters in Hartford, Conn., this week for their annual conference. The sessions extended over several days, resulting in fresh ideas and enthusiasm on the part of the sales department for the coming season.

Goodrich Plans a French Factory.

The G & J Tire Co., of Indianapolis, Ind., is preparing to build an additional story to its buildings, having a dimension of 275 x 65 feet. The company also has leased additional land for 10 yeasr to provide for contemplated expansions.

G & J Again Adding to Its Plant.

Extending its "invasion" of France, the B. F. Goodrich Co., of Akron, Ohio, which already has a Paris selling branch, shortly is to erect a tire factory in that country. It has bought a factory site near Paris for the purpose.

SCHOOL TEACHERS BUY BICYCLES

They Account for Part of Flourishing Trade in Omaha, a Newspaper Declares—Sales Increase.

To those who still are skeptical about the amount of business developed in the sale of bicycles in the middle and western states, a statement of the present condition of the trade in Omaha, Neb., as published by the Omaha Bee, may prove something of a revelation. "Omaha, leader of the middle west in the wholesaling and retailing of sporting goods, is also acknowledged the leader in the kindred industry, the wholesaling and retailing of bicycles," observes that authority. Although suffering the effects of the protracted period of depression, which affected the industry throughout the country a few years ago, a promising recovery since has taken place. Today, it is related, one concern alone, the Lee-Glass-Andreeson Co., figures its annual sales at about 800 machines. The report continues:

"The bicycles which are bought in modern times are bought, in nine cases out of ten, not for pleasure, but for work. Nowadays wheels are used by messenger boys, mail carriers, business men; in fact, by any person who has a hankering after speed and does not find it necessary to carry a particularly heavy burden. Another modern development is the equalization of the number of bicycle sales between men and women. One thing which has brought this equalization about is the demand for the vehicles from the school teachers of the middle western states, who use them largely in going to and from their work.

"The wholesaling and retailing of bicycles brings into Omaha in the neighborhood of $50,000 a year even now, but, of course, a considerable part of this money goes out again in paying the makers for the bicycles. But despite that fact, the bicycle industry in Omaha is a big one, and the dealers predict a big increase during the current year. Bicycles are retailed by the Nebraska Cycle Co., 319-325 South 15th street; the North Omaha Bicycle Co., the American Bicycle Co., 323 North 16th street, and V. H. Ross & Co., 2703 Leavenworth street. The Lee-Glass-Andreeson people have the only house wholesaling them out of Omaha."

Whipple Cashes on a Chance Greeting.

Next to advertising something that is for sale, as the merchandizing experts are at some pains to point out, it is important to advertise the place where they are sold; to identify the place with the goods and the goods with the place, so to speak. In addition to this, it is held to be a pretty good plan to identify the man that sells he goods wih the goods and the place where they are sold. A recent experience of Ira H. Whipple, "the motorcycle man," of Chicago, illustrates the point.

Whipple was testing out a new Indian mount along Jackson boulevard, and when about a mile from his place, he was hailed from the sidewalk by an almost entire stranger. Whipple stopped, and in the course of the conversation that followed the stranger explained that he had seen Whipple's picture in the paper. He also made it very plain that he had no intention of buying a motorcycle. Being an accomplished salesman, however, the motorcycle man got after him to such good effect that he not only succeeded in converting him, but made the conversation so thorough that the machine changed hands on the spot, the stranger riding away while Whipple walked home.

Goes to Europe for Kelly-Racine.

With the object of making a thorough investigation of conditions surrounding the continental rubber market and of studying foreign business conditions in general, but particularly with relation to the interests of the rubber trade, John H. Dwight, secretary of the Kelly-Racine Rubber Co., Racine, Wis., is now making an extended tour of Europe. His trip, which is in line with the general movement for the upbuilding of the Kelly-Racine business, which includes the manufacture of bicycle and motorcycle tires, will be extended over the remainder of this month and the whole of next. He is not expected to reach New York on his return before the first of October.

Tells of Rubber's Geography.

Of considerable interest during the present speculative wave, the little booklet entitled "The Commercial Geography of Rubber," compiled by Charles B. Whittelsey, superintendent of the Hartford Rubber Works Co., of Hartford, Conn., has just appeared. Chiefly intended for circulation among the trade, the little book contains a great amount of valuable information regarding the origin, nature and manufacturing processes of rubber, set down in easily comprehensible non-technical language.

Rubber Shares in Bad Slump.

Speculators in rubber shares have received a shock in the effects in the London market of the annual report of the Malacca Rubber Co., which has passed its expected dividend and which has slumped from $90 to $35 per share. The company was regarded as one of the strongest and best. and its unfavorable showing has caused a depression in most of the other rubber shares. Among other disquieting features of the report was the statement that a large proportion of the trees had to be "rested," thus greatly reducing the output below the estimates.

GLASS FOR THE FLOAT CHAMBER

Gives a "Look-in" as to What is Taking Place—Advanced Feature of New Heitger Carburetter.

By the very simple device of making a portion of the carburetter of glass, it is possible to elucidate some of the mysteries that usually surround the operation of that instrument in the mind of the average motorcyclist. While the use of glass in the construction of the float chamber, which is a practice adopted by the Heitger Carburetter Co., Indianapolis, Ind., serves this purpose, incidentally its real object is that of enabling the rider to observe conditions directly affecting the generation of the gas, and so of being able to regulate its performance intelligently.

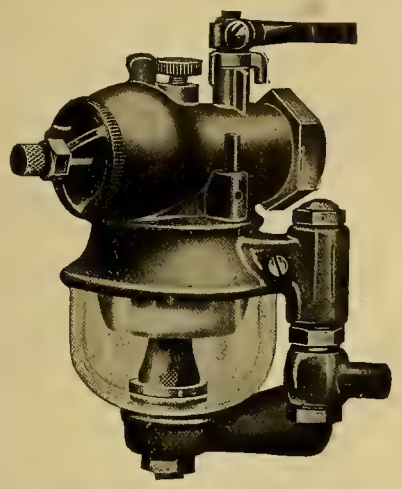
In the Model "G" Heitger motorcycle carburetter, the method of construction is such that the bowl of the float chamber is readily detachable and is entirely independent of the remainder of the device. Consequently it is equally possible to construct the bowl of any suitable material. Either brass, finished plain or nickeled, may be obtained, or, as an option, glass.

As the accompanying illustration shows, the glass permits the movement of the float to be observed, so that in the event of its becoming deranged the result can be observed at a glance without dismounting the carburetter. A further advantage of the glass bowl is that it permits the presence of dirt or water in the gasolene to be discovered immediately, while accumulations of water in the fuel at once may be detected as the difference in density between the water and gasolene causes the former to gather in a compact mass at the bottom of the chamber.

The construction of the carburetter in general already is well known. The vertical, central jet, which provides against changes in the quality of the gas resulting from the inclination of the mount while ascending grades, the horizontal mixing chamber, with the throttle at one end and the automatic air valve at the other, are of proven value. The carburetter complete weighs but 20 ounces.

In regard to the method of regulating the carburetter it will be observed that as the needle valve is placed in a vertical column at one side of the float chamber it is readily to be got at for purposes of cleaning or repair. The jet adjustment is on the very top of the device and is in the form of a knurled screw, which can be reached from the saddle without difficulty. The regulation of the mixture is accomplished in two ways, either by means of this screw, thereby altering the flow of gasolene, or by adjusting the tension of the spring that governs the movement of the auxiliary air valve. The knurled screw and lock nut, by which the regulation of the air is accomplished, plainly are to be seen at the left of the picture. The throttle lever is mounted in such a way that it can be swung around into any position desired in order to make proper connections with the control levers or grip.

The use of glass carburetter construction already has been adopted quite extensively in connection with large engines, including those of the stationary, marine and automobile types. And it may be said that despite the seeming risk of breakage due



NEW HEITGER CARBURETTER

to its fragile nature, it has been found satisfactory where properly employed.

Fuel and Drinks from Slot Machine.

Motorcyclists who live in dread of the experience of running out of gasolene miles from the nearest town and of having to resort to the pedal motor, in consequence, soon may be relieved of any such necessity if the plans of one E. H. Baker, a Dayton inventor, are brought to reality. Somewhat on the same plan as that of the wayside tire inflating tank with its penny-in-the-slot attachment, that at one time promised to become so popular with cyclists, Baker's project is to install at every crossroads a gasolene tank equipped with a measuring device and a coin-controlled attachment. As the patents covering the system also provide for the dispensation of any liquid in this way, it is possible that refreshment for man as well as machine may become available.

Handiness of the Front Carrier.

Too few riders use a front carrier, and yet it is for light parcels much handier and safer than the rear platform, which is in the way when mounting and out of sight when traveling, so that when anything gets loose or falls off, it is possible to travel many miles before discovering the loss. A heavy weight on the front carrier tends to make the steering sluggish and sometimes even awkward, but a light parcel has no such drawbacks, and anything under 15 pounds is barely felt when attached to the front of a motorcycle.

LOCATING MIXTURE MYSTERIES

Many of Them Originate in Faulty Fuel Level—Methods of Correcting Improper Adjustments.

Fortunately for the average motorcyclist a majority of the troubles which originate in the carburetter are of the sort that may be remedied by relatively simple processes of adjustment. But it is worth noting that one particular ailment to which certain types of carburetter are subject seldom is recognized, despite the fact that it may be directly responsible for a good deal of irregular running.

While some carburetters are provided with adequate means for adjusting the float level, others are made with fixed adjustment; in either case it is extremely important that the necessity of maintaining the proper adjustment be appreciated. Improper regulation of the level results in upsetting the mixture, and the fact that the carburetter may not be equipped with means for altering the level does not imply that the level may not be disturbed as a result of accident or wear.

Where method for adjustment is provided, it is a comparatively simple matter to make correction for any loss of regulation, and whenever the mixture develops otherwise inexplicable tendencies to undue weakness or strength throughout the speed range of the motor, it is well to inspect the level to see whether it has been altered as a result of wear in the regulating mechanism. For this is the real seat of not a little carburetter trouble.

Where no adjusting means is provided, the wearing of pivot points, bending of levers or abrasion of the needle valve should be looked for. In each case the remedy must be a special one, according to circumstances. It is needless to add that where parts are found to be weak, as where bending of parts results from normal use, rather than from abuse at times when the carburetter is dissected, it is necessary to replace the faulty members if one desires perfect mixtures.

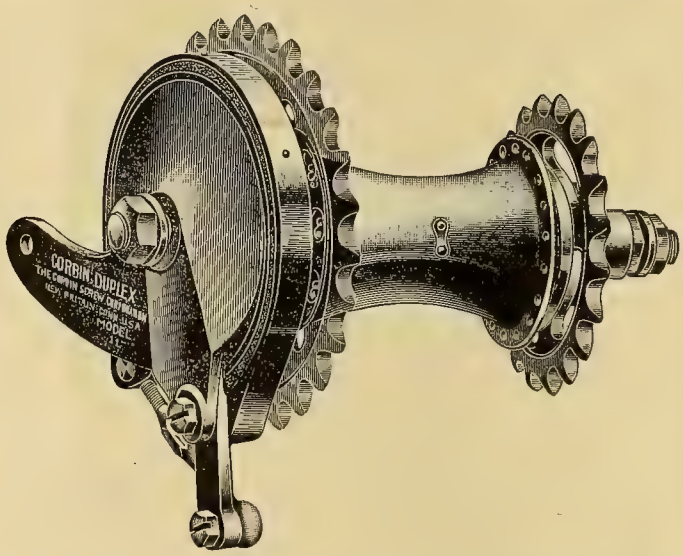
Brooks Warns Against a Faker.

It has become known that someone representing himself to be connected with the firm of J. B. Brooks Co., Ltd., of Birmingham, Eng., has been calling on motorcycle dealers in this country. As the Brooks company, whose name is well known in connection with the use of its cycle saddles, has no American traveling representatives at the present time, it is anxious that that fact be made clear. The sole agents for Brooks motorcycle saddles in the United States is the Hendee Manufacturing Co., of Springfield, Mass. Brown Bros Ltd., 22-34 Eastern street, London, E. C. Eng., is distributor for Brooks bicycle saddles.

The Eighth Annual Endurance Contest of the F. A. M. Again Demonstrated the Superiority of the

CORBIN MOTORCYCLE COASTER BRAKE

Of 125 starters, there were more than double the number of CORBIN Motorcycle Coaster Brakes used than of any other make.



Any one who knows anything at all recognizes (even if he does not always openly admit it) the superiority of CORBIN workmanship. That is why the name CORBIN on any article is a guarantee of quality and satisfaction.

CORBIN SCREW CORPORATION

NEW BRITAIN, CONN., U. S. A.

Licensed Coaster Brake Manufacturers.

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FOUNDED 1877

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NEW YORK, AUGUST 27, 1910.

"Enclosed find renewal of my subscription for the Bicycling World and Motorcycle Review. I don't want to miss a single issue."—M. P. Baltimore, Albany, Ore.

"We find the Bicycling World a source of pleasure as well as an indispensable adjunct to our business."—Schmelzer Arms Co., Kansas City, Mo.

Happy Days for Motorcycle Tourists.

Great impetus has been given to motorcycle touring during the last two months, particularly throughout New England and the East. Motorcyclists in twos and fours, with touring equipment strapped to their machines, may be seen almost any fine day bound for the Berkshire Hills, for the "ideal tour" of the White Mountains, along the famous old Boston Post Road between New York and Boston, and in fact in almost any locality that has gained a name for picturesque scenery or is possessed of historic interest. Those who are in a position to supply road maps and touring information find an unprecedented demand from the motorcyclists, testifying to the rapidly growing popularity of this form of recreation.

Not the least noticeable phase of the touring movement is the fact that the motorcyclists now enjoy a degree of consideration and courtesy from other road users that did not previously prevail. It is quite general for automobilists to recognize the speed and rights of the motor propelled bicycle, and to turn out to let motorcyclists pass, when there is a polite request to do so or when the toot of a motorcycle horn announces the approach of one of the smaller machines. The right of way is accorded without hesitation, and not with that grudging delay that once was all too common.

Similarly the motorcyclists have developed a corresponding road courtesy in their travels, and there is many a hearty "Thank you," or pleasant smile, as they take advantage of the turning aside of other vehicle. In passing through the large cities, too, motorcyclists have frequent occasion to give genial acknowledgement of favors, as many a traffic policeman, who himself has been on the motorcycle squad, will wave the tourists through expeditiously rather than compel the riders to dismount. In fact, never has the path of the motorcycle tourist been more easy and pleasant than at present.

Publicity Machinery for the Makers.

Publicity is a matter of great importance to the motorcycle industry, and the admirable discussion of the subject at the recent Atlantic City convention has brought the question to a point where it merits serious attention. The publicity issue forcibly suggested itself in connection with the ninth annual endurance contest of the Federation of American Motorcyclists, which finished at Philadelphia on the 10th inst.

Considering the amount of money that was spent by the various motorcycle manufacturers whose machines were entered in the contest, it is safe to say that not one-tenth of the returns were obtained that might have been secured by the Motorcycle Manufacturers' Association if the latter had had a publicity manager or department that could have worked in conjunction with the promoters of the affair.

It would have been possible for someone, working in connection with the committee in charge of the contest, to have issued and distributed in advance to the newspapers along the line score cards or score sheets giving the names and numbers of the various contestants, together with the names of the machines and the horsepower and equipment. If their interest also had been stimulated by what is technically known as "advance dope," the newspapers in the cities along the route, when provided with the score sheets, would have been able and willing to write intelligent and interesting stories concerning the progress of the run, describing the arrivals and departures of the men, with details as to their mounts. The resulting publicity would have yielded material and adequate benefit to the manufacturers who spent so much money to have a place in the competition.

As things were, all that was apparent to the newspapers as the riders passed through, was that the arrival and departure of a number of motorcyclists bearing numbers on their arms suggested that there might be an endurance run or something of the sort in progress. Because of the lack of general information on the subject, there was by no means the interest exhibited in their doing that undoubtedly would have been shown if proper publicity steps had been taken.

Future events of the kind give opportunity for the Motorcycle Manufacturers' Association to profit by the lesson, by having a press committee or publicity department or some other means of putting out interesting data that will give the newspapers a groundwork for handling the news features of the event in the way that they should be handled. If this is done, the newspapers will avail themselves of the information and will treat the contest in accordance with its merits and importance.

Engineering Talent and the Bicycle.

Conventionalized as bicycle construction is now regarded, there still remain possibilities for radical developments both in the engineering and the manufacturing phases. In view of the magnitude of cycle production, the opportunities for reaping rich financial rewards for the devising of improvements either in design or processes are much greater than might appear on the surface, and talent which is competitively striving for recognition in other mechanical fields might do worse than to abandon them for a close study of the problems of the cycle manufacturer. If such study results in better bicycles for the same money or as good bicycle for less money, the manufacturer can be interested at once, provided the proposed improvements do not too greatly depart from the conventional or standard appearance which the public recognizes and accepts.

CORRESPONDENCE

Likes Trips with Troubles Left Out.

Editor of the Bicycling World:

Would not a good story of a trip on a motorcycle, through an interesting country, with the "trouble features" and the bad roads descriptions left out be more impressive than the numerous "hard-luck" accounts of strenuous trips across country, with which the press is so well filled of late? It is my opinion that people would be more favorably inclined to the motorcycle if they knew it was possible to get a great deal of riding on one with very little mechanical trouble; and that there are some good roads in almost any section of the United States. People who are at all familiar with the motorcycles of today know that they are very dependable. What is the use of describing outlandish trips over sandy wastes, when it is possible to get on the good roads and enjoy the outing in a rational way? I should like to read of some good trips with the hard luck and "rottenest roads" left out.

When you take your vacation, what are you looking for—a little pleasure, or the hardest work you can run into? Me for the best there is, and forget the trouble You can impress more people favorably toward motorcycling by telling them of the delightful trip you had, than by rehashing all the little mishaps that may have occurred and telling of the awful roads that you had to ride.

C. C. HOPKINS, San Francisco, Cal.

Asks for Definition of "Motor Pace."

Editor of the Bicycling World:

Will you explain through your columns what sort of a race a motor paced race is?

W. J. TRACEY, New Orleans, La.

[A motor paced race is a contest in which the competitors ride behind specially constructed motorcycles. By keeping their front wheels close behind a guard or "roller" which is mounted on the back of the pacing machine, the riders are able to take advantage of the "suction" caused by the rapid movement of the pacemaker through the air. Taking the back tire of the pacing machine as a guide, also, the rider is left free to concentrate his attention on maintaining his position behind it, instead of having to pick his course and make his own pace. Motor pace was introduced 10 years ago or a little more, when the use of tandem bicycles in a similar way was losing interest for the reason that the limit of speed had about been reached.]

Rear Cylinder Frequently Misses.

Editor of the Bicycling World:

Why is it that one cylinder of a twin engine may fail to work while the other is running properly? I have a twin Curtiss. Everything about it seems to be in order as to valves and sparks and the compression is good. Frequently, however, the rear cylinder stops working.

B. BONINKIEURCZ, Corning, N. Y.

[Faulty lubrication is one of the most frequent causes of difficulty of the sort described. The natural tendency with a twin engine that is lubricated by splash is for the crank to throw a greater amount of oil into the back cylinder than is carried over to the front one. The result is that the back cylinder becomes fouled with oil. This tends to gum the valves, and where an automatic inlet is used may cause it to stick, especially if it is fitted with an unusually heavy spring. Thoroughly cleaning the valves and plugs and washing out the cylinders should show whether this is the trouble in this particular instance. The remedy is to increase the area of the baffle plate at the base of the rear cylinder in order to decrease the amount of oil thrown up.]

How to Hold the Pedals in Coasting.

In commenting on the curious fact that comparatively few cyclists ever use the left foot in applying the coaster brake, as recently was pointed out by the Bicycling World, Charles Glover, president of the Corbin Screw Corporation, indicates another shortcoming which is even more prevalent. As is true of the use of the right foot in applying the brake, Mr. Glover's observation is one that at once will be recognized as a common error among riders, so common, in fact, as to escape notice unless attention is called to it directly. He says:

"I have noticed here that quite frequently people go down hill with one foot up and the other foot down. In riding in that position it is pretty difficult to control the wheel or put the brake on because if they go to apply the brake, they are just as liable to push their foot forward as backward."

Korb Heads New Evansville Club.

Evansville, Ind., now has a motorcycle club, which styles itself the Excelsior Motorcycle Club and was formed at a meeting held at Korb & Stewart's store last week. Officers were elected as follows: Robert Korb, president; Michael Schaefer, vice-president; P. G. Dixon, secretary and treasurer; Harry Resinger, captain, and Herbert White, lientenant. The club is open to all riders and will devote its energies to the promotion of touring.

Gibson Invites F. A. M. Complaints.

In taking up his new duties Secretary-Treasurer G. B. Gibson of the Federation of American Motorcyclists finds a large amount of detail work awaiting his hand. In this connection there are a number of matters relating to individual memberships that require attention. He therefore announces that all members who have not received all due them because of their membership can obtain what is due them by addressing him at his office, 24 Main street, Westboro, Mass., giving their numbers and stating the circumstances. But he adds, in view of possible delays in his response to such communications, "Better allow until September 1st, because of the change in office from Secretary Ball to myself."

COMING EVENTS

August 27, Pottstown, Pa.—Motorcycle field day and races.

August 27, Dover, N. J.—Motorcycle races at half mile track.

August 28, Brooklyn, N. Y.—Century Road Club Association's annual fall century run; open.

August 28, New York City—Century Road Club Association, Long Island Division, annual fall century to Jamaica.

September 3, Denver, Col.—Motorcycle races at new speedway; open.

September 4-5, St. Louis, Mo.—South Side Motorcycle Club's endurance run to Hannibal and return.

September 5, Pasadena, Cal.—Pasadena Motorcycle Club's race meet at Tournament Park.

September 5, Plainfield, N. J.—Plainfield Cycling Club's road races.

September 5, Reading, Pa.—Bicycle races at fair grounds track.

September 5, Columbus, O.—Motorcycle meet at Columbus Driving Park.

September 5, Peoria, Ill.—Peoria Motorcycle Club's race meet.

September 10, Pittsburg, Pa.—Pittsburg Motorcycle Club's race meet at Schenley Park oval.

September 10-11, Reading, Pa.—Reading Motorcycle Club's 400 miles endurance run to Wilkes-Barre and return.

September 11, New York City—Century Road Club Association, Eastern Division, annual 100 miles record run.

Terre Haute Buys a Motorcycle.

After three weeks of deliberation, the mayor of Terre Haute, Ind., has decided to introduce motorcycles into the city's police system, and has ordered a machine which is to be used to regulate and catch automobile speeders. A special model M. M. machine will be used, capable of carrying two persons.

Building for North Shore Club.

Construction has been commenced on a new building which when completed will be the home of the North Shore Motorcycle Club, Chicago, Ill. The building will be located at Sheridan road and Clarendon avenue, and will be handsomely fitted up.

NIXON AND CLARK THRILL DETROIT

See-Saw the Honors in Big Motorcycle Meet—Merz Triumphs in the Unlimited Pursuit Race.

Putting up a hammer and tongs battle every time they met, Harry Nixon, the Dayton (O.) Merkel crack, and Don Clark, a local boy, who rode an Indian, gave 3,500 spectators their money's worth of thrills and excitement at the Detroit (Mich.) Motorcycle Club's race meet at the fair grounds on Sunday afternoon, 21st inst. Honors were about evenly divided between the two stars, each taking three firsts, while Clark scored two seconds and a third, and Nixon was placed third once. Nixon turned the fastest mile of the day, 55½ seconds, in the time trials.

Nixon and Clark first clashed in the five miles, 48½ cubic inches event. The Dayton lad got away first and led all the way, turning the second, third and fourth miles in a minute flat. The time, 5:12. Clark was a good second. Clark was the bell wether in the 10 miles for 3½ horsepower machines and never was headed. He lapped the field and finished a mile and a quarter ahead. Time, 11:45. Parkins and Frye took second and third. Nixon scored again in the five miles for singles and stayed in front all the way. Clark and Gilmore had a fight for second and the latter won out. Time, 5:11⅕.

The unlimited pursuit was the stellar event of the day, and was won by Merz on a Merkel, who made a great ride and reeled off the 12 miles in 12 minutes. For seven miles Clark led the procession, but in the eighth, by quick work, Merz captured the pole and held it for the rest of the way. Nixon was third. Clark had a walkover in the five miles for stock twins, and won in 5:01⅘, Fangert being the runner-up. He repeated in the 10 miles, 61 cubic inches class, and rode circles around the others, winning by over a mile. Whiteman ousted Fangert from second in the fifth and held it to the end. The time trials furnished plenty of action. Merz took the first whack at Father Time with a 7 Merkel and registered 58⅕ seconds. Nixon on a similar machine hammered these figures down to 55⅕, where they remained, Clark with the Indian being unable to do better than 59⅘. The summaries:

Five miles novice—Won by Whiteman; second, Carter; third, Frye. Time, 5:59⅕.

Five miles 48½ cubic inches—Won by Harry Nixon, Merkel; second, Don Clark, Indian; third, Fanger. Time, 5:12.

Ten miles, club members, 30½ cubic inches—Won by Don Clark, Indian; second, Parkins; third, Frye. Time, 11:45.

Unlimited pursuit—Won by J. E. Merz, Merkel; second, Don Clark, Indian; third, Harry Nixon, Merkel. Time, 12:00. Distance, 12 miles.

Five miles, singles—Won by Harry Nixon, Merkel; second, Gilmore; third, Don Clark, Indian. Time, 5:11⅕.

Five miles, stock machines, 61 cubic inches—Won by Don Clark, Indian; second, Tangert; third, Carter. Time, 5:01⅘.

Miss-and-out, singles—Won by Harry Nixon, Merkel; second, Frye; third, Gilmore. Time, 5:31⅕.

Ten miles, 61 cubic inches, club members—Won by Don Clark, Indian; second, Frickman; third, Whiteman. Time, 10:05⅕.

Gives Speed Show at Seaside Beach.

W. M. Herren, Portland, Ore., gave the residents of Seaside, Ore., their first glimpse of a motorcycle on the 15th inst., and incidentally made their eyes pop out by a speed exhibition on the beach. He rode a mile in 1:04, and practically the entire population was on hand to witness the treat. Herren says the beach is ideal for racing, and plans to hold a meet there later in the season. It is a two days' ride from Portland, and when he ran out of gasolene Herren had had to walk five miles to obtain a fresh supply.

Small Track Causes Speed Accident.

Another illustration of the folly of attempting high speed with automobiles or motorcycles on half mile tracks was given at Newcastle, Ind., on the 13th inst. at the race meet conducted by the Henry County Fair Association, and which turned out to be a chapter of accidents. In the motorcycle event Rufe Lindsey lost control of his machine and crashed into a fence, striking his head against a post. His skull was laid open from forehead to crown and he was picked up unconscious. The machine was demolished.

Match Race Ends an Argument.

To settle an argument as to which had the faster machine, Wells Bennett and Max Wilson, both of Wichita, Kan., rode an exciting 10 miles match at the fair grounds track on the 10th inst. Bennett was astride a Racycle while Wilson pinned his faith to a machine of his own build. Bennett led for five miles, when Wilson went to the front and retained the lead until the last lap, when Bennett forged ahead and won by a yard. Time, 14 minutes.

Jordan Wins Twice at Poughkeepsie.

Two motorcycle races formed part of the program of the athletic games at the St. Mary's Field Day at the Hudson River Driving Park, Poughkeepsie, N. Y., on the 23d inst. Jordan won the five miles event in an exciting struggle in 7:46, beating out Velie by a close margin. In the 10 miles race Jordan repeated in easy fashion, Price and Gindele following in that order. The sports carnival was attended by a large crowd.

DEROSIER MARKS UP NEW RECORD

Does a Mile in 59⅖ Seconds from Standing Start at Salt Lake—Hot Competition at Wandamere.

Salt Lake City, August 21.—Jake Derosier celebrated his return from the East at the Wandamere motordrome last night by inscribing a new standing mile figure in Father Time's tally book. Getting away to a splendid start, the French flyer soon was splitting the air in record time and made the circuit in 59⅖ seconds. However, Jake's colors were lowered in the 15 miles professional by W. E. Samuelson. It was no fault of Derosier's, for he rode faultlessly, but the two laps handicap of Samuelson proved too great to overcome. Kettle on a Merkel gave Derosier a warm argument for seven miles, when his tire rolled off and he went into the discard. From there on it was a battle between Derosier and Samuelson and the latter won by a lap. Time, 11:43⅕.

That quartet of reckless speed merchants, Graves, Balke, Seymour and Ward gave the spectators several varieties of heart disease during the evening by their daredevil riding. Graves on a Merkel captured both of the trade rider classes in cyclone style, and the others were not far behind. Frequently they rode abreast on the turns, refusing to give way an inch, and swinging the banks as if they were pivoted. In the eight miles event Seymour, while scooting along at a 50 second clip, accidentally bumped Balke and ripped nearly all the spokes out of his rear wheel. Balke shut off and after wobbling about the track landed in the dirt and brought up with a somersault. He was unhurt. Seymour also was eliminated by the mishap. The summaries:

Five miles, amateur—Won by Claflin; second, Warden. Time, 4:45.

Five miles, trade riders—Won by Graves; second, Seymour; third, Balke; fourth, Ward. Time, 4:15.

Six miles invitation, professional—Won by W. E. Samuelson; second T. M. Samuelson; third, Clayton. Time, 4:41⅕.

Eight miles, trade riders—Won by Graves; second, Ward. Time, 6:33⅖.

Fifteen miles open, professional—Won by W. E. Samuelson (2 laps); second, Senhouse (2 laps); third, Jake Derosier (scratch). Time, 11:43⅕.

Sell Their Wandamere Holdings.

J. G. McDonald and Jesse Cannon, Salt Lake City, Utah, owners of the new Wandamere motordrome, have disposed of their holdings in the property to the recently organized Wandamere Park Co., which will have direct charge of the meets under the new regime. J. P. Gunn will assist.

BOYD IS UNBEATABLE AT DENVER

Takes All Four Events in Which He Starts —Cassady Too Swift for the Other Amateurs.

Slivers Boyd and his Indian again proved unbeatable at the race meet at the Tuileries track, Denver, Col., on Sunday, 21st inst., and won every one of the four events in which he started, including the feature race, the five miles for singles. This was a hummer from gun to gun, Boyd and Wolters riding with bars almost touching until the stretch in the last lap, when Boyd unwound a tabasco spurt and won by two feet in a driving finish. Time, 5:25. In the three miles free-for-all, Boyd trimmed Armstrong rather easily, as the latter's machine was not there with the speed.

The tandem race provided much amusement for the spectators owing to the antics of the passengers, and was won by Boyd and Gilfallon. Wolters and Good were second. As usual, Cassady romped home with the amateur event easily, and had no difficulty in showing his heels to the others. Swartz was second. Since it was remodeled the track is much faster and is bringing out larger fields at each meet. A large crowd was present. The summaries:

Five miles, singles, professional—Won by Boyd; second, Wolters. Time, 5:25.

Three miles, stock singles, amateur—Won by Cassady; second Swartz. Time, 3:55.

Three miles, twins, professional—Won by Fleckenstein; second, Wolters. Time, 3:16.

Three miles, stock twins, amateur—Won by Swartz; second, Bowen. Time, 3:22.

Three miles, tandem, professional—Won by Boyd-Gilfallon; second, Wolters-Good.

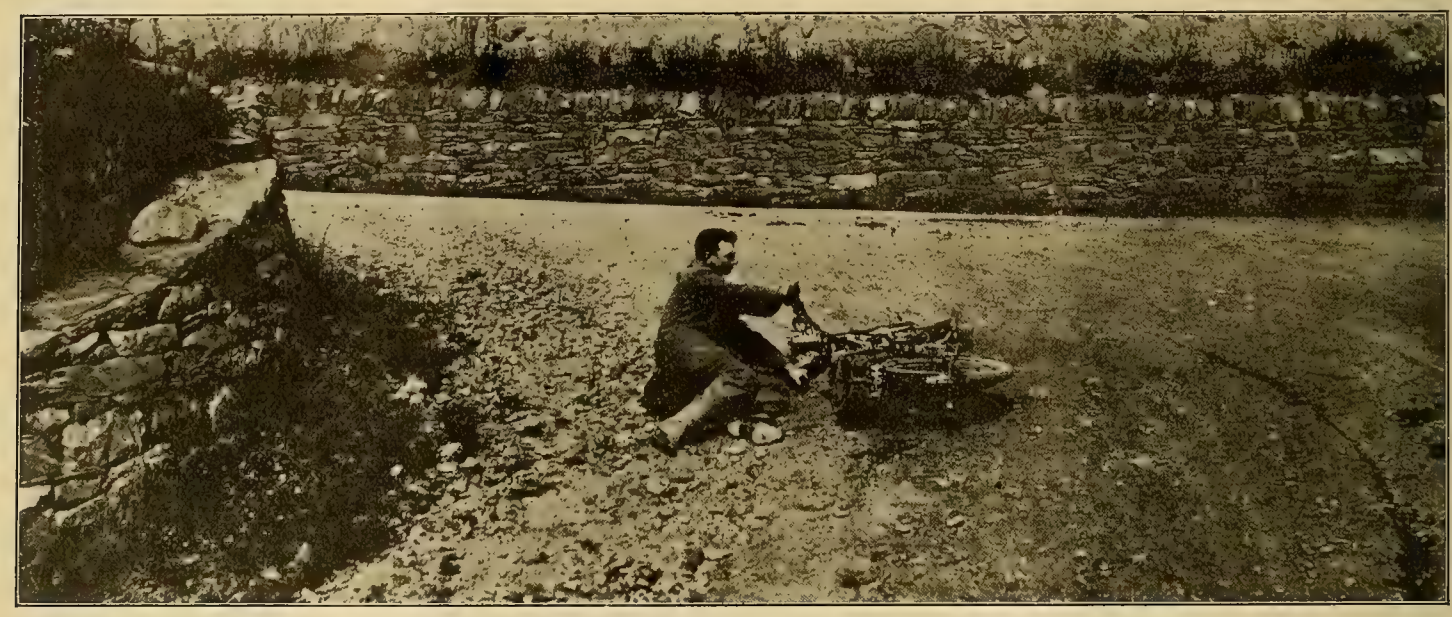
Five miles, stock singles, professional—Won by Boyd; second, Warren; third, Albright. Time, 5:45.

Three miles, free-for-all—Won by Boyd; second, Armstrong. Time, 3:09.

Taking a Tumble on a Sharp Turn.

Many motorcyclists have a pretty good idea of what it feels like to "bite the dust" in consequence of exercising poor judgment in making a turn, but it is safe to say that few know what sort of a figure they present at such a time. The accom-accompanying picture shows "how it looks" when a rider has been unfortunate in negotiating a turn. The scene is that of a treacherous corner on a hill. The sharp turn to the right coupled with the grade render the situation unpleasant enough, but in addition the coarse gravel surface of the highway makes the footing exceedingly precarious.

It is evident that the rider, who is shown in the act of alighting topsy turvy in the loose stones at the side of the road, misjudged the gripping powers of his tires in that particular spot and attempted to make too short a turn. The consequences, while evidently not serious in this particular instance, are of the sort that leave bitter memories even while teaching good lessons in caution.



THE UNPLEASANT CONSEQUENCES OF A SKID

Guttenberg Reduces the Admission.

Despite a rival meet at Olympic Park, Newark, the Manhattan Racing Association will resume operations at Guttenberg tomorrow, Sunday 28th. The usual cut and dried program will be given, but the admission has been reduced in the hope of attracting larger crowds than have visited the track earlier in the season.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

HOOSIERS' CARD A TWO DAYS' RUN

Amateurs to Have 300 Miles Endurance Competition—Indianapolis to West Baden and Back.

What might be called a pocket edition of this year's F. A. M. endurance contest (barring possibly the slaughter) has been announced by the Indiana Motorcycle Club of Indianapolis. It will be the club's first offence in this direction and is a two day affair, totaling 300 miles, scheduled for September 4th and 5th. This will provide an agreeable outing for Labor Day with a little work thrown in which no dyed-in-the-wool motorcyclist successfully can resist.

For the first day's run the course is from Indianapolis to West Baden, where, in case they do not receive one en route, those who so desire can take a mud bath for a constitutional. The distance is 159.8 miles, and the schedule calls for 19 miles an hour from Indianapolis to Seymour; from there to West Baden the hills of Southern Indiana are recognized by reducing the schedule to 18 miles. Checking stations will be established at North Vernon and Bedford. On the second day the return trip, which will be longer, 180.9 miles, will be made over a large part of the outward route with some variations, and as on the first day two schedules will be operative.

An unusual feature of the contest and one that will prove very popular with the contestants, is that the promoting club will defray all hotel expenses of the riders at West Baden on the first night. The contest will be open to amateurs only, and will be held under the rules and with the sanction of the F. A. M. G. H. Hamilton, who was chairman of the F. A. M. endurance runs of 1909 and 1910, will officiate in a similar capacity for the local function.

The Week's Sport on the Eastern Circuit

At Newark, August 17.

With Frank Kramer out at two miles with a puncture, Joseph Fogler took first money in the 25 miles open professional event at the Velodrome, Newark, N. J., on Wednesday night, 17th inst., although many spectators thought Edward Root had made it a dead heat. After colliding with Al Triebel in the first lap of the two miles open for Class B professionals, Fred McCarthy remounted and won out by overhauling John King a few feet from the finish line. From the 65 yard mark, Ollie Olsen captured the two-thirds mile amateur handicap, disappointing Hardy Jackson, the colored rider, who consoled himself with second. The summary:

Two miles open, professional Class B—Won by McCarthy; second, King; third, Peer; fourth, Brennan. Time, 4:44⅖.

Two-thirds of a mile handicap, amateur—Won by A. Olson (65); second, Jackson (60). Time, 1:20⅖.

Twenty-five miles open, professional Class A—Won by Fogler; second, Root; third, West; fourth, Hehir; fifth, Goulette; sixth, Rupprecht. Time, 55:23⅖.

At Providence, August 19.

Slippery track conditions caused two spills in the 20 miles motor paced event at Providence on Friday night, 20th inst., the event being called off three miles before the finish, when Walter DeMara hit the boards. James Moran previously had fallen, rupturing a vein in his left leg, just above the knee, and necessitating his withdrawal from racing for some days. DeMara, when he fell, was well ahead of Fred Hill, the third contender, and as Moran was out, the judges stopped the race and gave DeMara first money and Hill second. Hill's bicycle had broken early in the race, the change of mounts putting him far behind. The amateurs also slipped for a spill, Martin Olsen being badly scraped. Frank Kramer took a mile sprint heat and a five miles motor paced heat from Joseph Fogler, although the latter made the match highly interesting. Class B cash chasers battled in a quarter mile open and a two miles handicap, Tommy Smith annexing the first and Fred McCarthy, from scratch, accounting for the handicap. William Turville collected the first prize in the amateur handicap at a half mile. The summary:

Quarter mile open, professional Class B—Won by T. Smith; second L. Thomas; third, T. McCarthy. Time, 0:31½.

Half mile handicap, amateur—Won by Willie Turville; second, Charlie Lewis. Time, 0:57.

One mile open, amateur—Won by Eric Carbon; second; H. Wilkinson; third, Joe Ford. Time, 2:32.

Match race, Kramer vs. Fogler—First heat, one mile sprint, won by Kramer; time, 2:47. Second heat, five miles motor paced, won by Kramer; time, 9:40⅖.

Two miles handicap, professional Class B—Won by F. McCarthy; second, Hollister; third, Thomas. Time, 4:16.

Twenty miles motor paced, professional Class A—Won by DeMara; second, Hill; third, Moran. Time, 35:46.

At Boston, August 20.

Enthusiasm for James Moran, of their own town, drew a big crowd of fans to the Revere Beach track at Boston, on Saturday night, 20th inst., in the hope of seeing him beat Kramer in a match race, but an accident to Moran at Providence the night before made it necessary to substitute Joseph Fogler, whom Kramer easily disposed of in two straight heats, the first a half mile sprint and the second a pursuit lasting eight and a half miles. Elmer Collins was two laps to the good over Patrick Hehir and seven laps over Fred Hill in their 30 miles contest behind motor pace. Hill punctured in the 27th mile. Tommy Smith captured both the mile handicap and the five miles open for Class B professionals.

The summary:

One mile handicap, professional Class B—Final heat won by T. Smith; second, Jokus; third, Hollister. Time, 2:12.

One mile sprint match, Kramer vs. Fogler—Won by Kramer. Time, 2:43⅖.

Unlimited pursuit—Won by Kramer; second, Fogler. Time, 20:17⅕; distance, 8 miles 5½ laps.

Five miles open, professional Class B—Won by T. Smith; second, L. Thomas; third, Hollister; fourth, Jokus. Time, 11:24⅘.

Thirty miles motor paced, professional—Won by Collins; second, Hehir; third, Hill. Time, 47:55⅖.

At Newark, August 22.

With a superior crew of pace makers, Joseph Fogler had an easy victory over Frank Kramer in a 10 miles human paced match race at Newark, N. J., on Sunday, 22d inst., winning by half a lap and 20 yards from a start from opposite sides of the track. A rousing finish marked the half mile open for Class A pro riders, Menus Bedell just nosing out Patrick Hehir for first honors, while Edward Root and Kramer were given third and fourth, with Fogler fifth. The fast men also had a mile handicap, which Edward Rupprecht annexed after outsprinting Worthington Mitten. Thirty-eight amateurs started in the three miles open, ten of them spilling in the second lap. Herman Kjeldsen won the event, with Carl Ericson second. Frank Blatz led the amateurs home in the half mile national championship, with Jerome Steinert, Clinton A. Smith and Adam Byerman at his heels in that order. The summary:

Half mile national championship, amateur—Final heat won by F. Blatz; second, Jerome Steinert; third, Clinton Smith; fourth, A. Byerman. Time, 1:10.

Half mile open, professional Class A—Won by Menus Bedell; second, Hehir; third, Root; fourth, Kramer; fifth, Fogler. Time, 1:08.

Three miles open, amateur—Won by H. Kjeldsen; second, C. Ericson. Time, 6:55⅖.

One mile handicap, professional Class A—Won by Rupprecht (120); second, Mitten (115); third, Vanoni (110); fourth, Drobach (60); fifth, Palmer (125); sixth, Bardgett (90). Time, 1:55⅖.

Ten miles human paced match, Kramer vs. Fogler—Won by Fogler. Time, 21:28⅖.

At Providence, August 23.

Elmer Collins took George Wiley's measure in a 25 miles motor paced match, and Alfred Goulette trimmed Joseph Fogler, first in a mile sprint and then in pursuit, at Providence, R. I., on Tuesday night, 23d inst. Every time Wiley started a sprint a mishap to the pace or the bicycles stopped the race, it having been agreed that accidents should mean a fresh start. Steady riding gave Collins the victory. Class B pro honors were divided by Lloyd Thomas and Fred McCarthy, who took the mile handicap and the five miles open respectively. Alvin Loftes pleased his local following by a handy win in the two miles open for amateurs. The summary:

One mile novice—Won by Albert Kenchan; second, Joe Ford; third, T. Lindhurst. Time, 2:32⅘.

One mile handicap, professional Class B—Won by Thomas; second, Hollister; third, Morton. Time, 1:54⅕.

Two miles open, amateur—Won by A. Loftes; second, C. Lewis; third, H. Johnson. Time, 5:10⅘.

Five miles open, professional Class C—Won by McCarthy; second, Thomas; third, Hollister; fourth, Jokus. Time, 11:05⅗.

Match race, Fogler vs. Goulette—First event, one mile sprint, won by Goulette; time, 2:04⅘. Second heat, unlimited pursuit, won by Goulette; time, 12:10⅕; distance, five miles and three laps.

Five miles motor paced match, Collins vs. Wiley—Won by Collins. Time, 38:22⅘.

At Newark, August 24.

Only 10 of the 32 starters survived for the finishing scramble of the 25 miles pro open at the Newark (N. J.) Velodrome on Wednesday night, 24th inst., which was won by Patrick Hehir. At the bell Floyd Krebs jumped out for a lead of 30 yards,

UPS AND DOWNS OF ST. LOUISIANS

Cyclists Coast for Prizes and Race Up Hill—Three Miles Road Event Sandwiched in Between.

Whether it was due to superior weight or to the circumstance that their mounts were equipped with clincher tires, the fact remains that Fred Windt and C. L. Barr outran William Barry and R. M. Tidd in the coasting contest which formed one of the three events of the meet of the St. Louis Cycling Club, on Sunday, 21st inst. The wheels ridden by Barry and Tidd were shod with single tube tires. Nine others competed in the coasting down the historic Solomon hill, but the four riders named, together with Martin Homer, developed the best staying powers, their endurance being expressed, respectively, in the order given.

The second event on the program, which was characteristic of the unique organization promoting it, was a three mile road race from Ballwin to Ellisville. Harry E. Blue captured the first prize, and it took him nine minutes and ten seconds to do it. Otto Roeder and W. Martin, in this order, finished almost abreast of him, the timers figuring it out that there was only a difference of a fifth of a second. William Barry came in fourth in nine miutes and 45 seconds. William Wallace required 11 minutes and 41 seconds to cover the course, while R. Kessler needed all of 13 minutes and 39 seconds to get over the ground.

Reversing the order of exercises of the morning, the third event of the day was a hill climb on a road, out of a deep canon leading from Glencoe, on the Meramee river, to Grover. The stretch selected extended horizontally in several directions for half a mile, and vertically for about 300 feet. In a number of places there were short pitches of about 20 per cent. gradient. The contestants were started at one minute intervals, and Harry E. Blue made the fastest time, consuming two minutes and 24⅘ seconds. W. Martin was second in two minutes and 35 seconds. The summaries:

Coasting contest—Won by Fred Windt; second, C. L. Barr; third, William Barry; fourth, R. M. B. Tidd; fifth, Martin Homer.

Three miles road race—Won by Harry E. Blue; second, Otto Roeder; third, W. Martin. Time, 9:10⅕.

Hill climb—Won by Harry E. Blue; second, W. Martin; third, W. Parkinson. Time, 2:24⅘.

Darragon Defeats Seres Behind Pace.

Cheered to the echo by an immense crowd at the Parc des Princes track in Paris, France, Darragon on August 14th administered a sound drubbing to ex-champion Seres, thereby proving his right to challenge George Parent, the present champion of France, to a race for the championship. The race was run in three heats, of 10, 20 and 30 kilometers respectively, and Darragon proved his caliber by winning each heat by a big margin. Each time he permitted Seres to take the lead for about half the distance, when he would gradually forge ahead, his speed being so great that the swift Seres was beaten by 1,100 meters, 400 meters and three and a half laps respectively. In the third heat the pace proved too fast for Lavalade and he had to drop out at the 23d kilometer while more than four laps to the bad.

Parent Willing to Prove His Title.

George Parent, who won the long distance championship of France two weeks ago, as detailed in the last issue of the Bicycling World, has been made the victim of a number of innuendoes and attacks in the French press for his alleged "foul" capture of the much coveted title. In order to silence these once for all, the champion has agreed to meet the defeated Seres in a return match over the same distance (100 kilometers) on any track the latter chooses. It is said, however, that the Union Velocipedique de France will not sanction such a contest, holding that Seres was defeated fairly and squarely and has "no kick coming."

Ex-Champion is "Coming Back."

Smarting under his defeat by Parent for the championship of France, Seres pitched into all the other rivals with redoubled vigor and defeated them in the most decisive style. Seres "came back," on the occasion of the meet held at the Velodrome Buffalo on August 12th. In the big 50 kilometers race he simply ran away from the field, and although Lavalade managed to keep up with him for some time, the pace soon became so hot that all dropped back. Hens, the swift amateur, was lapped time and time again, while Vanderstuyft was circled three times. The 50 kilometers were finished in 42 minutes and 20⅗ seconds. Lavalade finished second, 60 yards behind; Vanderstuyft third, three and a half laps to the rear.

Grand Rapids Holds a Six Hours.

Ray Dennison and Arthur Gillette won the six hours cycle race which the Western Michigan Cycle Club gave at Comstock Park track, Grand Rapids, Mich., on Sunday, 14th inst. Seventeen two-men teams started at noon, five of which survived to the finish at 6 p. m. Dennison, a Grand Rapids rider who has done much for cycle racing in that vicinity, finished for his team, making a final sprint that put him 10 yards ahead of the bunch at the tape, with a score of 115 miles. A free-for-all five miles amateur handicap served as a preliminary, Arthur Snyder capturing first honors.

"WHEEL ABOUT THE HUB" CALLED

Secretary Weston Summons Veterans for Boston Bicycle Club's Annual Event—Many Pleasures in Store.

Modestly announcing it as the "four hundred and fifty-fourth called run" of the Boston Bicycle Club, the secretary of that organization, Frank W. ("Papa") Weston, has issued the details of this year's "Wheel about the Hub," which is to take place on September 3d, and is to follow the paths of those which have been held annually for some 30 years, starting shortly after the club was organized in February, 1878. The call to the veteran cyclists who compose the club, given in Weston's quaint style, is in part as follows:

"The next club fixture will be the four hundred and fifty-fourth called run and will constitute the time honored and ever welcome 'Wheel About the Hub.' The date is fixed for Saturday, the third of September. The start will be made, as for so many years, from Cushing's corner, at the junction of Walnut avenue and Warren street, Roxbury. Mr. Cushing has again kindly consented to receive and care for our impedimenta. The start will be made at 10 a. m., and the same old route will be followed and its enjoyments repeated.

"The route will lead us by the well-remembered halting places at Dedham, the Fairbanks homestead, and the 'Grove of Pleasant Memories,' where the famous Hendrie picnic luncheon will be served. The annual game of alleged baseball will be enjoyed, and then the well-remembered roads will be followed to Sharon, and at about 6 p. m. dinner will be served. No post-prandials are to follow, but Tom Hall has agreed to bring his voice with him, and that suffices.

"After that, and when the dawn shall have arrived, the 'pajama-clad angel' is to pay us his annual visit, bearing with him the chalices with soporific tendencies. In due course, Kendall's 'All up!' shall summon us to the road again, and the route will lie through Ponkapoag, by the old oak, and the pond where ablutions are at the command of those who so desire. The hospitalities of the club house will be available as heretofore. Then a most beautiful ride will bring us to the 'jumping off' corner of Hull Bay, where, at the Hotel Pemberton, overlooking the main ship channel of Boston harbor, dinner will be served and the night passed. After dinner the members will adjourn to the Pemberton Inn, a new structure, where every prospect pleases and every enjoyment awaits. The return home the next day will once more bring our annual festival to its close, a worthy successor to the many enjoyable runs we have had before."

FOOS CAPTURES CRESCENT'S RACE

Baltimore Club Gives a Twelve Miles Cycle Handicap—Boehm Brothers Make the Best Time.

Lowering skies and a high wind did not interfere with the 12 miles handicap road race of the Crescent Bicycle Club, of Baltimore, Md., which was run on Sunday, 21st inst., over the Shell road course. William Foos, one of the younger men of the Crescents, rode a good race, with seven and a half minute handicap allowance, and won in 36 minutes and 40 seconds. Samuel Ely, of the Carroll Cyclers, with an allowance of four and a half minutes, secured second position, his time being 33 minutes and 41 seconds.

First time prize went to Edgar R. Boehm, who started from scratch and finished in 32 minutes flat, and the second time prize went to his brother, Arthur R. Boehm, who started alone from the one minute mark and rode the route in 32 minutes and 1 second.

An immense crowd journeyed to the course in all kinds of conveyances or walked from the cars, a distance of about three miles. A large delegation from Washington was on hand and offered to make several entries, but these were declined by the officials as the Crescents are enforcing to the letter their rule not to accept entries after closing time. The cyclers from Plainfield, N. J., were headed by Captain Jack Horner, but their entries had poor luck with punctures and failed to finish.

Thirty-eight of the 45 entries lined up for the start, and the eight-minutes bunch was sent off by Starter Sanborn at one minute past 3 o'clock. At the conclusion of the first lap, which marked the middle of the race, the lead was held by William Foos of the Crescents, and he maintained this position until the finish.

The usual punctures and spills occurred, but none resulted seriously. The prize list consisted of 25 place and five time awards. The winners were as follows:

Name and Club.	Handicap.	Time.
William Foos, C.B.C.	7½ min.	36:40
Samuel Eby, C.C.	4½ min.	33:41
Herman Klag, B.B.C.	3½ min.	32:42
John Ruhl, C.C.	3½ min.	32:43
Graham Rodemeyer, L.W.	7½ min.	37:00
Ferd. S. Plitt, C.B.C.	6½ min.	33:01
Harry Hubbard, H.W.	4 min.	33:32
A. Leimbach (Unat'd)	7½ min.	37:15
C. H. Thomas (Unat'd)	7½ min.	38:00
Arthur S. Boehm, L.W.	1 min.	32:01
Harry Linderman, R.B.C.	2 min.	33:02
F. Shallenberger, C.C.	2 min.	33:05
Herman Kammann, H.W.	4 min.	35:06
A. J. Baker, B.B.C.	4 min.	35:08
John Wills, Cyc.C.	6 min.	37:10
F. J. Kaczmarek, L.W.	8 min.	39:12
W. W. Shaw (Unat'd)	3 min.	34:15
Edgar R. Boehm, L.W.	Scratch.	32:00
Jacob Davis, C.C.	6½ min.	38:53
Joseph F. Solan, L.W.	6 min.	38:24
Arthur S. Waugh, B.W.	7 min.	39:45
E. Sampson, R.B.C.	4½ min.	37:17
F. Welsh, R.B.C.	Scratch.	33:00
Howard Clayton, C.B.C.	8 min.	42:20
Thomas S. Taylor, C.B.C.	Scratch.	35:08

Time Prizes.

Edgar R. Boehm, L.W.	Scratch.	32:00
Arthur S. Boehm, L.W.	1 min.	32:01
Herman Klag, B.B.C.	3½ min.	32:42
John Ruhl, C.C.	3½ min.	32:43
F. Welsh, R.B.C.	Scratch.	33:00

Denver Plans a Big Motorcycle Run.

Motorcyclists of Denver, Col., are looking forward to the inauguration of the new speedway on September 3d, when a 100 miles amateur race will be put on, and every messenger boy, errand boy and other motorcycle owner is tuning up for the event. First prize is a motorcycle valued at $200, and there is promise that whoever annexes it will know that he has been in something more than a club run. The pros also may have their innings.

GO TO THEIR OUTING 400 STRONG

Los Angeles Motorcyclists Make Imposing Array on Run to Venice—The Day's Big Sport.

Forming an array more than five miles long, more than 400 members of the Los Angeles (Cal.) Motorcycle Club turned out on Sunday, 21st inst., for their second annual outing and beach run to Venice. Los Angeles' supremacy as the banner motorcycle city of the United States never has been questioned, and it is safe to say that such a gathering of motorcycles never has been held elsewhere. Leaving the club house in single file the riders presented a striking apparance as they rolled slowly out of the city and attracted much attention. Upon arriving at Venice, which is on the sea, the annual photograph was taken, after which a rush was made for bathing suits. These were at a premium, owing to the unusual demand for them. Following a dip in the briny the motorcyclists enjoyed an excellent fish dinner and then the sports program was taken up. These were held on Windward avenue and were witnessed by large crowds who were present at the resort for the day. Prizes were offered for ladies also. One of the features of the day was the exhibition of trick riding given by Paul Derkum. The return trip was made late in the afternoon, and upon their arrival at the club house the riders sat down to an elaborate banquet.



SCRATCH MEN STARTING IN CRESCENT CLUB RACE



WINNER WILLIAM FOOS

Three Days of Fun for San Franciscans.

The annual outing of the San Francisco (Cal.) Motorcycle Club will be held at Pleasanton on September 3d to 5th. In addition to the usual games there will be a race meet on Labor Day.

which was closed only by a terrific chase by Hehir, who with Fred West, caught and passed Krebs in the stretch, giving the latter third, John Bedell fourth, Phil Wright fifth and Jacob Magin sixth. Kramer punctured in the 22d mile. Two amateur numbers were carded, the first, a half mile handicap, being won by Carl Ericson (15) from Jerome Steinert (5), and the five miles being taken by Frank Blatz, hotly resisted by Paul Pendleton, colored.

The summary:

Half mile handicap, amateur—Won by C. Ericson (15); second, J. Steinert (5). Time, 1:45.

Five miles open, amateur—Won by F. Blatz; second, P. Pendleton. Time, 11:41⅘.

Twenty-five miles open, professional Class A—Won by Hehir; second, West; third, F. Krebs; fourth, John Bedell; fifth, P. Wright; sixth, J. Magin. Time, 55:04⅘.

At New Haven, August 25.

Winner's honors fell to Alfred Goulette in an "all style" match with Frank Kramer at New Haven, Conn., on Thursday, 2 7th inst., although Kramer easily took the first heat, a one mile sprint. The second heat was a pursuit, Goulette catching his rival in the sixth mile, while the final and deciding heat was a five miles behind motor pace, Goulette winning by perfect pace following, as against Kramer's losing his pace in the last lap. In a 15 miles motor paced match, Patrick Hehir led Elmer Collins for 13 miles, when the latter, sticking to his pacemaker like glue, got the lead and did not relinquish it. J. Wilson, from a generous mark, scored first in the amateur half mile handicap despite a desperate ride from scratch by J. W. Miller, of Hartford. Miller took the two miles open for amateurs, by staying in the many sprints and staying out of the equally numerous spills, Gruntsman taking second.

The summary:

Half mile handicap, amateur—Won by J. Wilson; second, L. H. Hayes. Time 0:56⅗.

Two miles open, amateur—Won by J. W. Miller; second, A. Gruntsman. Time, 5:04⅘. Special lap prize won by Arthur Ives, with eight.

Match race, professional, Frank Kramer vs. Alfred Goulette—First heat, one mile sprint, won by Kramer; time, 2:52. Second heat, pursuit race—Won by Goulette; distance, 5 miles 5¾ laps; time, 13:29. Third heat, five miles paced race—Won by Goulette; time, 8:14.

Fifteen miles motor paced race, professional Class A—Won by Collins; second, Hehir. Time, 25:10.

Card a Cycle Race at Reading.

Reading, Pa., is likely to see plenty of bicycle racing on September 5th, Labor Day, as the Olympian Cycle Club has entered its entire membership in the meet, which will be held at the fair grounds. The events will be open to all.

ARE TOO STRONG FOR MAJOR TAYLOR

Both Lawson and Clarke Defeat Colored Rider in French Style Match Races —Summaries of Results.

Salt Lake City, August 20.—By not attempting to use any brow wrinkling "brain work" or "track generalship," Jack Clarke was able to best Major Taylor, the colored match rider, at the Salt Palace track last night, quite as handily as Iver Lawson did three nights before. He simply accepted the lead that the Major insisted on his taking at the start, and gradually unwound all through the mile until in the last few laps he was burning up the track at a rate that gave Taylor the wholly absorbing job of hanging on if he could, with no more chance to jump his man than a beetle would have to catch dragon flies.

It required only two heats. Both were the same story, with Taylor finding himself losing ground if he swung out even to try a jump. The biggest crowd of the year went completely crazy with enthusiasm when Clarke won the second heat and the match in the same way that he had won the first heat.

Gordon Walker again proved what the wiseacres have been thinking for some little time, i. e., that he has more speed than he knows. He won the half mile open from Iver Lawson in a glorious sprint. One reason why Lawson did not capture the handicap mile from scratch, despite a wonderful pull from Macfarland and others, was that the time was four seconds faster than the world's record. Nevertheless he got fourth, as only Diefenbacher (105), Hopper (95) and Carslake (80) scored ahead of him, in that order. Time, 1:44⅘.

"Cy" Young won the two miles lap scramble for amateurs in a pretty waltz down the stretch with Mayer. Ten miles behind pace proved Ray Duer luckier than his rival, Wilcox, in their duel, the former winning in the fast time of 13:59⅖ after a series of pace losings and of neck-and-neck sprints. The summary:

Half mile open, professional Class A—Won by Walker; second, Lawson; third, Macfarland; fourth, Pye. Time, 0:56⅕.

Two miles open, amateur—Won by Young; second, Mayer; third, Huey; fourth, Rodberg. Time, 4:11.

One mile handicap, professional—Won by Dieffenbacher (150); second, Hopper (95); third, Carslake (80); fourth, Lawson (scratch). Time, 1:44⅘.

Mile sprint, Clarke vs. Taylor—Won by Clarke in straight heats. Time, 3:02, 3:06.

Ten miles motor paced—Won by Duer; second, Wilcox. Time, 13:59⅖.

Salt Lake City, August 17.—Major Taylor, the world famous ebony sprinter, who was imported from Paris, France, and Worcester, Mass., to show the Salt Lake fans the real thing in French style match racing, made his first match race appearance at the Salt Palace track last night, against Iver Lawson—and Lawson found him easy.

Floyd Macfarland, after pulling Jack Clarke past the Walker-Pye combination, felt strong enough to take the two miles lap race for himself, with Clarke, Gordon Walker and Ernest Pye keeping the change. Although riding the distance in less than record time, Clarke from scratch was not able to overhaul Walker (35) yards) in the three-quarter mile handicap. The time was 1:20 flat. The summary:

Unknown distance lap, amateur—Won by Colvin; second, O. Smertz; third, Rodberg; fourth, Huey. Distance, 4:16⅕.

Three-quarters mile handicap, professional—Won by Walker (35); second, Clarke (scratch); third, Hopper (85); fourth, Burris (65). Time, 1:20.

Australian pursuit, amateur—Won by Colvin; second, Mayer; third, Wilkins. Time, 6:03. Distance, 3 miles four laps 131 yards.

Two miles, professional—Won by Macfarland; second, Clarke; third, Walker; fourth, Pye. Time, 3:48⅖.

One mile match, Iver Lawson vs. Major Taylor—Won in straight heats by Lawson. Times, 3:02, 3:04⅖.

Salt Lake City, August 16.—While many cycle road racers have taken pace from automobiles, to their sorrow when caught at it, William Samuelson claims to be a pioneer in having motor car pace on a board saucer, as demonstrated at the three-lap motordrome last night when he did a mile in 1:00⅗ behind a car fitted with rear shield and roller. T. M. Samuelson, his brother, sat perched on the gasolene tank of the automobile giving directions to the driver as to the speed. The motorcycle events of the evening were lively, but too open in the finishes wholly to please the crowd. The summary:

Nine miles, amateur, private owners—Won by B. E. Duval; second, L. Galeazzi; third, B. Dean. Time, 3:40⅕.

Five miles open, professional—Won by W. E. Samuelson; second, T. M. Samuelson; third, G. S. Clayton; fourth, H. Kettle. Time, 4:17⅗.

Six miles handicap, amateur, trade owners—Won by C. L. Westlake (4 laps); second, F. W. Thomas (2 laps); third, C. Balke (scratch); fourth, M. Warden (2 laps). Time, 4:50.

Two miles against time, standing start, time trial by C. Balke—Time, 1:46⅘.

Ten miles handicap, professional—Won by J. A. McNeill (3 laps); second, T. M. Samuelson (scratch); third, W. E. Samuelson (scratch); fourth, G. S. Clayton (scratch); fifth, H. Kettle (2 laps). Time, 8:26.

August 27, 1910.

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TO SAVE AUSTRALIA'S BIG RACE

Steps Taken for Peace Between Racing Cyclists and Governing Body—Stopping the Bonus Graft.

That the secession of the disgruntled Australian racing men from the governing body, the League of Victorian Wheelmen, and their launching of a new outlaw organization under the banner of the Victorian Cyclists Union is giving the promoters of the big road races, which are to be held in the near future, considerable worry as to their success, is indicated by recent advices of conditions in the Antipodes. As told in the Bicycling World a few weeks ago, a body of the Australian racing men who were dissatisfied with the administration of affairs, which they termed "a one man government," withdrew and formed a new cycling organization.

Because of its reciprocal agreements with the sports governing bodies of other states and countries, the League of Victorian Wheelmen nominally is recognized as the supreme authority in Australian racing circles, but this homage is very grudgingly and indifferently paid, and were it not for its alliances the League would receive scant recognition generally. At present it is in a precarious condition. Its secretary has resigned and a period of reconstruction is about to commence. If the old quarrels and grudges can be permanently buried there is reason to hope for a reunion of the dissenting factions.

How great is the concern of the Dunlop Rubber Co., which promotes the great road race from Warrnambool to Melbourne, the greatest event of its kind in the world, is evidenced by the measures it is taking to save it from disaster. This is a national event and as nominations are desired from all parts of the island continent the Dunlop company is counseling riders to remain loyal to the parent body. For the success of the race largely depends on the absence of factional quarrels among the great body of riders. Another important event which is endangered by the outlaw movement is the Cycle Trades 100 miles road race.

Another difficult situation which is resurrected by the Warrnambool race is its bearing on the bicycle and tire trade. For years past the big road races engineered by the Dunlop Rubber Co., and which have done much to keep up and stimulate public interest in bicycling in Australia, have been increasing in popularity and have had a corresponding increase in value to the makers of the winning tires and machines. In their efforts to induce promising riders to change their machines or tires several concerns have held out liberal inducements to the riders in the shape of bonuses and prizes, and this practice has grown to such an extent that while, as yet, no underhanded or unsportsmanlike tactics have been resorted to there is danger of such contamination if the practice continues. In order to stamp out such methods and endeavor to keep the sport free from all trade influences and place it on a true sports basis, the Dunlop company is attempting to persuade the tire trade to abandon such inducements to riders.

There is a reason to believe that the wiser and far-seeing men in the trade will see the wisdom of the Dunlop policy and support it, but in case of its failure to secure the concessions desired the Dunlop company plans to place such restrictions on races run under its jurisdiction as will keep these particular events at least free from taint in the matter of bonuses to riders. These restrictions will consist of requiring riders in such events to use Dunlop tires only and to declare the make of machine they will ride, when the entry is filed. After entries close change of machines would be forbidden. Provided the Dunlop company can secure the trade's assistance in eliminating the objectionable practices pursued in connection therewith, the forthcoming Warrnambool will be an open event; otherwise the limitations described will be enforced to secure as far as possible the desired result.



In addition to taking steps to eliminate the granting of bonuses to riders the Dunlop company is sending circulars to the trade containing the following proposals: 1—That all representatives of tire concerns agree that no road racing tires shall be sold direct to intending competitors, but that the tires shall be obtainable only through recognized cycle dealers; nor shall tires be given directly or indirectly to contestants except in the case of interstate riders. Further that a price agreement be fixed which must be paid by all riders. 2—That the tire manufacturers (including in all cases the Dunlop company) further agree not to give or promise any bonus or reward to intending contestants in the Warrnambool race, nor directly or indirectly to cycle agents; and if any such promise or agreement already has been made such is to be withdrawn. 3—That intending competitors in the Warrnambool race be required to state in their entry blank the make of tire which they intend to ride, and such specified tire must be used. The promoters of the race agree not to use the information so gathered for trade purposes.

The latest cable news seems to indicate that some kind of agreement has been reached, for it is announced on good authority that the race will take place on Saturday, October 1st, and that it will eclipse all its predecessors in number of entrants and in the value and number of prizes. This race long has been considered the chief event in amateur bicycle racing in Australia, including as it does the Australian road championship blue ribbon and badge. It will be held under the rules and handicapping of the League of Victorian Wheelmen. Last year 312 riders started, out of which number 272 reached Melbourne (a distance of 165 miles) under 10½ hours, winning time medals.

More Meets for Jersey Motorcyclists.

It will be no fault of the New Jersey Motorcycle Club of Newark if the racing enthusiasts of that section do not get their fill of speed tests this fall, for the club is going strong on promoting meets. Close on the heels of its meet at Dover, today, and Olympic Park, tomorrow, it has announced still another to be held at the driving park, Plainfield, on next Saturday, 3d prox. Plans are in the works to establish a sort of local circuit and hold weekly meets during the fall.

Kansas City Club Rides to Denver.

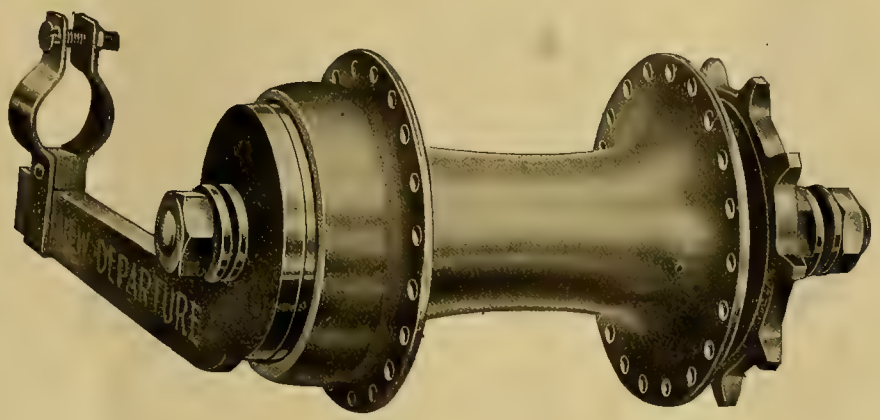
Fifty strong, and including two lady riders, the Short Grass Motorcycle Club of Kansas City, Mo., rode to Denver, Col., on Sunday, 13th inst., and were the guests of the Denver Motorcycle Club at its race meet at the Tuileries track. The visitors also participated in a parade shortly after their arrival in the mile high town, and returned the following day greatly pleased with their reception. A return visit by the Denver club will be arranged shortly.

Wichitans Give Picnic to Get Members.

Over sixty motorcyclists of Wichita, Kan., many of them members of the Wichita Motorcycle Club, held a picnic at Linwood Park on Sunday afternoon, 14th inst. The function was attended by the feminine sex in large numbers and refreshments were served by the club. The object of the gathering was to bring about a closer acquaintance and friendship between the club members and unattached riders and it was particularly successful in this respect.

NEW DEPARTURE

INTERNAL EXPANDING BAND COASTER BRAKE FOR MOTORCYCLES



Stands Pat in the Hardest Kind of Test

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NEW DEPARTURE MFG. CO.,
Bristol, Conn.

Gentlemen: We are pleased to say that the M.M. Team was the only one that entered the great F. A. M. Endurance Run to finish all riders. Machines were equipped with New Departure coaster brakes and they gave most excellent satisfaction throughout the run.

In our opinion there is no coaster brake on the market equal to the improved New Departure.

Yours very truly,
AMERICAN MOTOR COMPANY,
Per W. T. Marsh.

Send for Catalog Today

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

Coaster Brake Licensors

Operation May Save Hume's Life.

Jack Hume, a well known cycle racer, who was injured in a fall at the Salt Palace saucer, Salt Lake City, about a month ago, underwent an operation at the Holy Cross hospital in that city on the 17th inst., to remove a pressure on the brain which was caused by a small blood clot. While his injuries were not considered serious at the time, paralysis of his right side subsequently resulted and his life was despaired of. By the removal of the blood clot and an excess of brain fluid created by the concussion of his fall, the surgeons entertain some hope for his ultimate recovery.

Offer "Knee Grips" for Motorcyclists.

Equestrians have a way of placing great dependence upon the "knee hold" in maintaining their position on the horse, but while the motorcycle exhibits none of the wilful tendencies that horses frequently develop there are some motorcyclists who hold that a similar gripping of the mount tends to give them better security in riding and greater assurance when negotiating ticklish pieces of highway. For the benefit of such riders, a British inventor has produced a special form of "knee grip" which is nothing more nor less than double pads, adapted to be attached to the top tube and fitting down over the sides of the tank. The cushions which lie on either side, are stuffed and also provided with air pockets, to give a pneumatic springing effect. Besides giving the rider a firm seat when going over rough roads, it is claimed that when using the knees any side slip in the back wheel may be detected much more readily than when riding with the knees free, so that the rider is better able to protect himself from skidding.

Racing Men in a Home Trainer Act.

Theatrical life has attracted three of the well known professional cycle riders to the extent that in addition to racing at the Newark Velodrome and elsewhere on the Chapman circuit, they are appearing in vaudeville in Brooklyn, N. Y. The trio consisting of Joseph Fogler, Walter Bardgett and Worthington Longfellow Mitten has made such a "hit" at the Casino theater in a home trainer competition stunt, that it has been booked for the Empire theater, Brooklyn, for the coming week.

Clarke to Marry in Salt Lake.

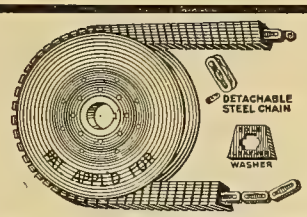
Despite the opposition which Floyd Macfarland long has entertained against matrimony in the abstract on the part of Jack Clarke, of whom he is the manager, Clarke nevertheless is disregarding the advice of both Macfarland and "Punch" by going ahead with the wedding arrangements. He is to marry Miss Rena Bray, of Salt Lake City, on August 31st.

Streiff Still Has Chance for Record.

During the past week William Streiff, who is attempting to lower the transcontinental record with an N. S. U. motorcycle, made better progress than in the previous week, despite the bad roads, and reached Chicago on the forenoon of the 25th inst. He made 191 miles the previous day, and reports that the going for the most part was bad. Streiff still has a fighting chance for the record, for the last leg from Chicago should be easy barring bad weather. If he reaches New York before Tuesday night, Streiff will get inside the present mark of 31 days 15 hours and 12 minutes.

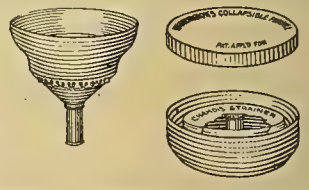
Prince to Build a Bowl at Portland.

Jack Prince, the veteran board track constructor, has announced that he will soon begin work on the construction of another speed bowl at Portland, Ore., to add another link to the chain of courses which he is forging in the West. Prince says that it will be ready before the close of the Salt Lake season about the middle of September and that immediately following its opening he will start work on still another saucer at Oakland, Cal. These, with Los Angeles and Salt Lake, will form the nucleus of a four track circuit which Prince is planning and which he hopes to keep in operation the year round. The inducements are expected to lure the crack speed merchants from the four winds.



This Indestructible "V" Belt is guaranteed for six months

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for chamoising gasoline and filling motorcycle and auto tanks. Made of aluminum, neat and clean. Size collapsed, 3 1-4 x 11-4 inches.
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will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

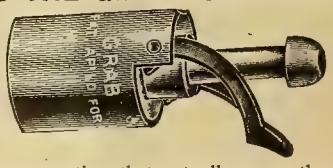
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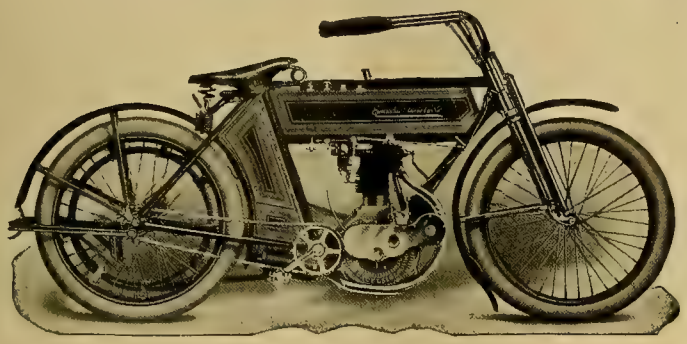


Have you noticed how the 20th Century Lamps take and hold the lead? They are seen wherever cyclists and motorcyclists congregate. Write us—ask for "more" about these leading lights.

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The Quality That Counts

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Every Man of the Excelsior Team

got through, not by being pulled, hauled or carried, but on and by the power of his own machine.

We have never claimed reliability scores made in a wagon or when pulled by an automobile, nor will we ever need to.

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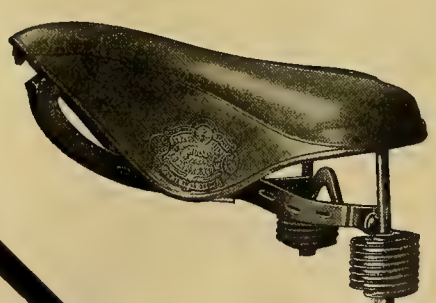
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Remember, that the Compound Spring, as we make it, can only be obtained in Saddles that bear that name—

Remember, that that spring *entirely absorbs vibration* and ensures to every rider of the BROOKS perfect comfort—perfect luxury—

Remember, that BROOKS is BEST, and whether it be cycle or motorcycle saddle which you offer, that name will greatly assist you in the selling.

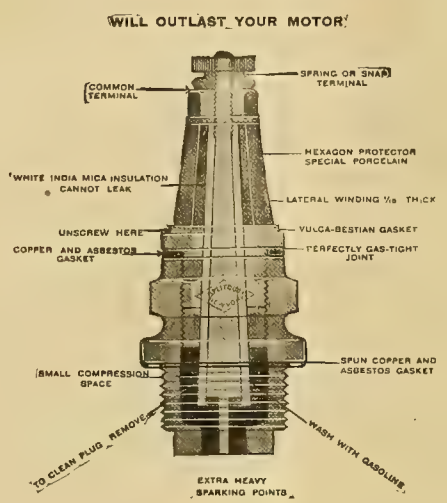
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But it will give comfort and satisfaction and will add to the appearance of any bicycle.

THE WEARWELL RUBBER GRIP

is made over a single smooth tube, covered with purest Para gum rubber—soft, elastic, resilient—entirely seamless and shaped to fit the hand. The rubber is firmly secured at both ends by broad ferrules of **German Silver.** It is carefully made and will fit the handle bars perfectly.

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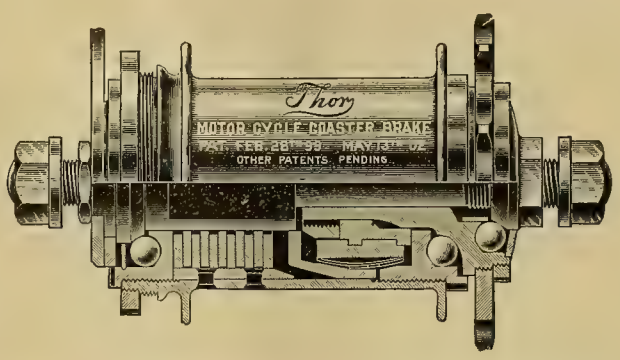
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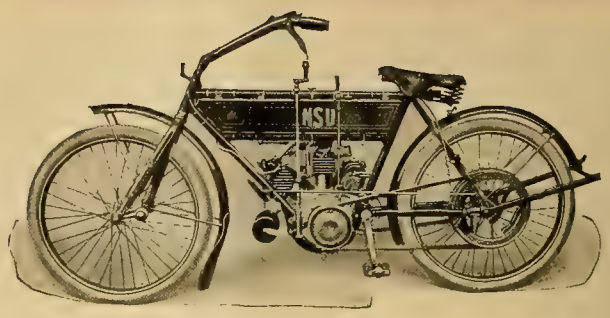
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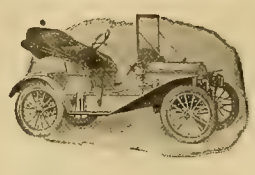


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Repairs, Supplies, Storage.

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BEDFORD MOTORCYCLE CO.
BRAZENOR & RUDERMAN.
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"THOR" AND EXCELSIOR MOTORCYCLES
Repairs, Supplies. Telephone, 769-W Bedford.

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(Successor to F. A. Baker & Co.)
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INDIAN and MERKEL.
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HURCK MOTOR AND CYCLE CO.
ST. LOUIS, MO.
Agents Indian Motorcycles.
All kinds motors repaired and sold.

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Bicycle and Motorcycle Supplies.
HUB CYCLE CO.
44-42 Portland St. BOSTON, MASS.

HIGH GRADE

wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



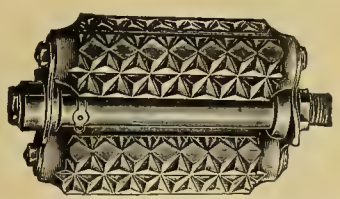
NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

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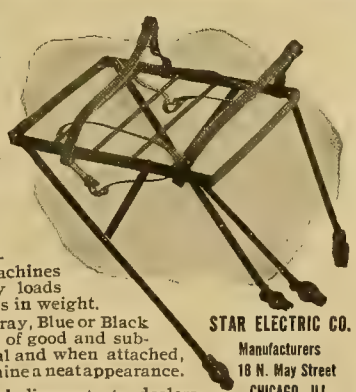
STEVENS'
Motorcycle Pedals



Motorcycle Chain Adjusters, Pedal Rubbers, Stee Mud Guards, Braces, Lacing, Bolts Nuts, Washers.
ORDER THROUGH YOUR JOBBER.
STEVENS & CO., 375 Broadway, New York

THE STAR LUGGAGE CARRIER

for Motorcycles and Bicycles



It can be used on most standard makes of machines and will carry loads up to 200 pounds in weight.
Supplied in Gray, Blue or Black enamel. Made of good and substantial material and when attached, gives your machine a neat appearance.
$3.50 —Special discounts to dealers.

STAR ELECTRIC CO.
Manufacturers
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DOW'S BICYCLE LUGGAGE CARRIER

Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.

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Are You With Us for a Square Deal?

We believe that the retail dealer is entitled to a fair and uniform profit on every sale.

The IVER JOHNSON Safety Automatic Revolver is sold under patent license at a strictly maintained price. Price cutters can and will be proceeded against. Your profit is assured.

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The New Model IVER JOHNSON is the finest revolver in the world and sells for what it is worth—other revolvers sell for what you can get. *May we count on your support?*

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WE ARE NOW READY TO QUOTE PRICES AND DELIVER SAMPLES OF THE

1910 Hudson, Lenawee, Atlanta and New England Bicycles

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We want every dealer to have our Catalogue and Bargain Books. Please write us on your letter head for No. 45.
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Every Live Dealer Sells
DUCKWORTH CHAINS

Whether for bicycles or motorcycles they always are in demand, and not to carry a stock of them is to lose business. Duckworth Chains are the standard.
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American Motorcycles

Our Agency proposition is the best yet. We give a discount that will make you money. Write us.
AMERICAN MOTORCYCLE CO.
Wells & Seigel Sts., Chicago

THE MARK OF QUALITY
B
THE BILLINGS & SPENCER CO. HARTFORD

THE B. & S. MODEL "B"



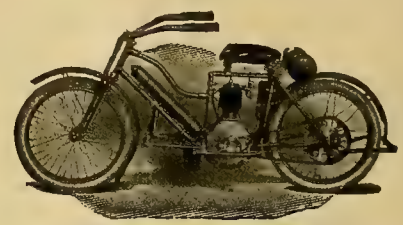
is the correct wrench for your motorcycle. Write for circular.

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NEW ERA
Two Speed, Free Motor, Hand Cranked Motor, Comfortable Form Seat



Send for catalogue and agent's terms

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No. 2 Dale Avenue DAYTON, OHIO

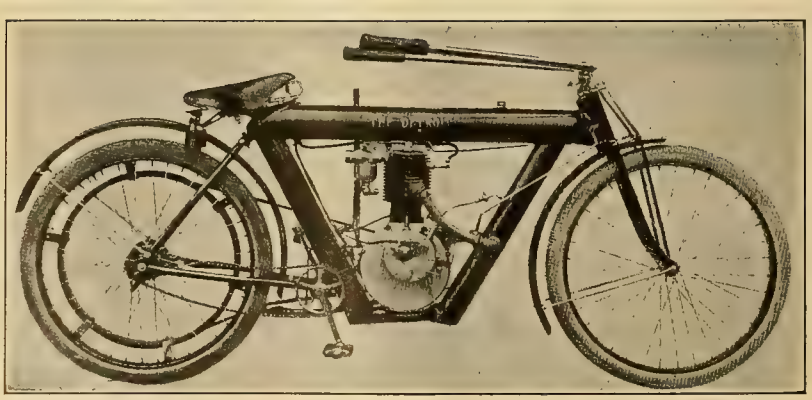
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Get catalogue and prices.

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"Users Know"

Special Bicycle Tire Booklet on Request

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4 H. P.—FLAT BELT
Symmetrical Motorcycle

Innumerable advantages over the usual bicycle with machinery and equipment.

DETROIT MOTORCYCLE MFG. CO.
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. No. 24 | New York, N. Y., Saturday, September 3, 1910 | $2.00 a Year 10 Cents a Copy

"GOING SOME?"



GRAVES making the fastest mile of the F. A. M. Races, :53 2-5—beating track record by :05 4-5.

Merkel-Light Motor Co.
POTTSTOWN, PENNSYLVANIA
MEMBERS OF M.M.A.

Here's a few of

THE FLYING MERKEL

recent winnings!

F. A. M. RACES:
3 Firsts 2 Seconds Fastest Mile

DETROIT RACES, AUGUST 21st:
5 Firsts 4 Seconds 2 Thirds
Fastest Mile

SALT LAKE CITY RACES, AUGUST 20th:
2 Firsts 1 Tie 1 Second

IT looks as if "The Merkel" Ball-Bearing Motor was nearly as good a talking point as "The Merkel" Spring Frame and Spring Fork. Catalog "D" on request.

HARTFORD SUNDRIES

Are as Standard as Hartford Tires

"Keep up the Quality" is the watch-word and the dealer who handles them will keep up his reputation for high grade goods.

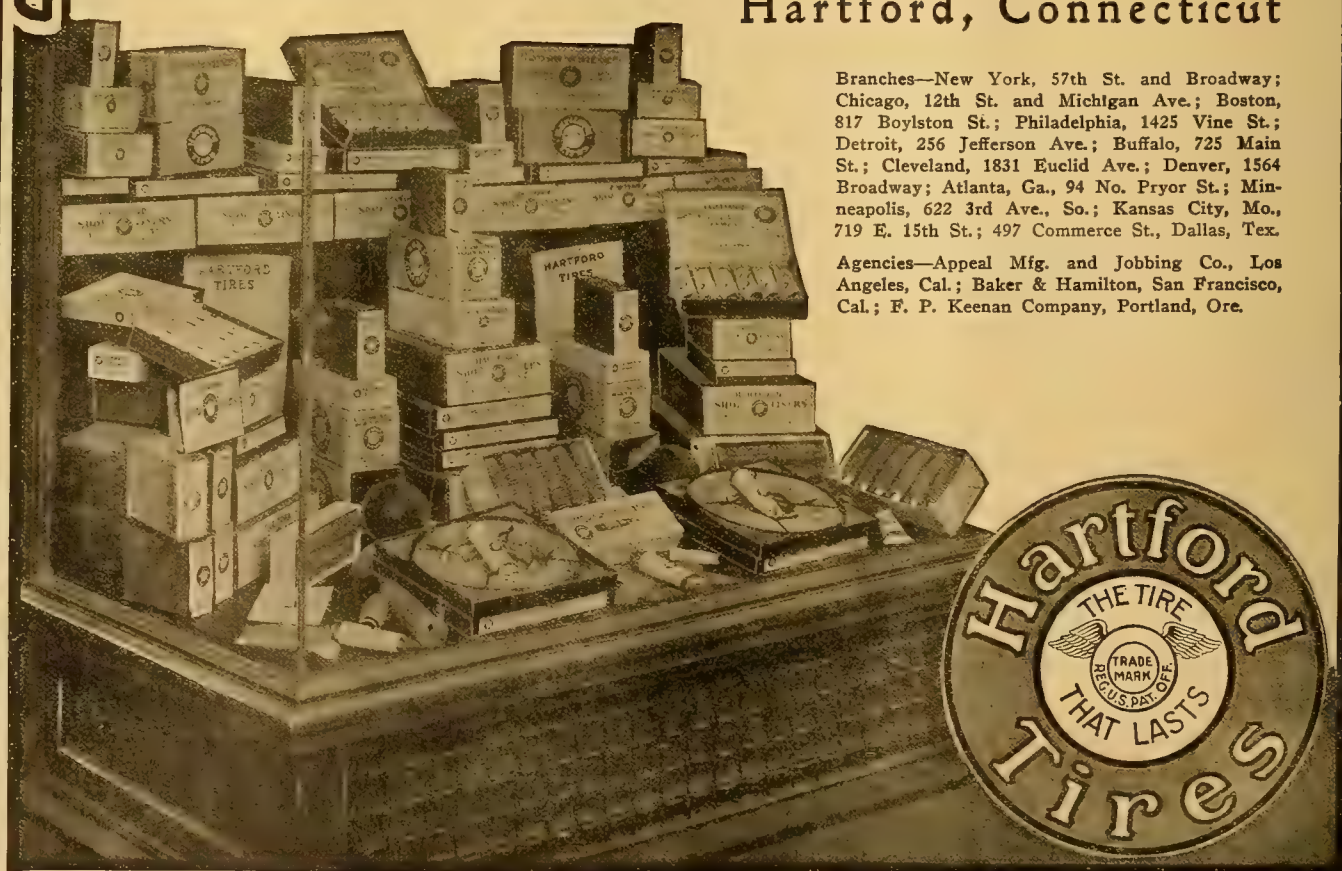
The Hartford Red Circle appears on all boxes, cans and tubes and is your guarantee of genuine Hartford Quality.

PUT IN YOUR ORDER NOW FOR A STOCK

HARTFORD SHOE LINERS
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HARTFORD HEAL-A-CUT CEMENT
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THE HARTFORD RUBBER WORKS CO.

Hartford, Connecticut



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WHEN experienced tradesmen get together and "talk tires"

and grow confidential, it is rare that admission and agreement does not follow that

Kokomo Tires

FOR BICYCLES

FOR MOTORCYCLES

always have been the best values ever offered.

They always have been safe quality and it never has been tinkered with. The Kokomo formula was right from the beginning.









Kokomo Rubber Company

KOKOMO, INDIANA

FISK *Quality* BICYCLE TIRES

WHERE so many bicycle tires are bought and sold there must necessarily be degrees of quality, but the quality that is BEST is Fisk Quality, because the name and fame of Fisk Tires were established upon a basis of Quality that has always been conceded as superior.



FISK MASSASOIT ROAD TIRE and FISK VICTOR ROAD TIRE are of the same construction, but the Massasoit has the plain tread while the Victor is corrugated. Formerly these were made without our name and sold unguaranteed. They have given such splendid service we have decided to sell them under our own brand and under the terms of our regular guarantee. Nowhere else can be found the same quality at the same price; in fact, these tires compare favorably with many of other makes selling at considerably higher prices.



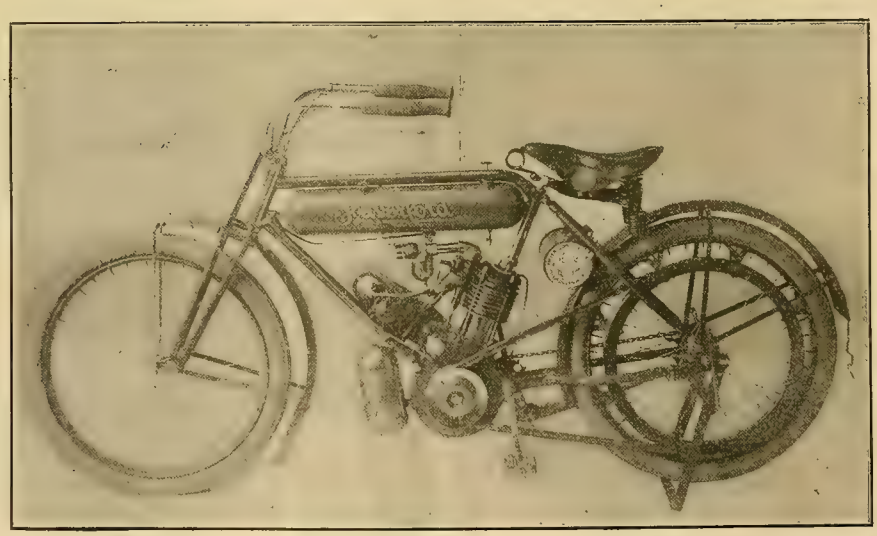
Write for illustrated booklet and prices of Fisk Quality Bicycle Tires.

THE FISK RUBBER COMPANY

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Sets a New Standard of Motorcycle Value



A guarantee of speed, durability, dependability and comfort to the owner.

A guarantee of big profits for the wide-awake agent.

$150 Equipped with Battery Ignition

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Model H, Schebler Carbureter

Do you want to be a live agent or the satisfied owner?

Catalogue or agents selling proposition on request.

1911 MODEL Bosch Equipped **NOW READY**

HAVERFORD CYCLE COMPANY

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1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.

Thor Motorcycles

Are Built on Honor

Nowhere at any price can you find a piece of machinery that has better workmanship or material than the Thor MOTORCYCLE.

Every detail, no matter how minute, has the same careful attention of the designers as the whole motorcycle.

The Ball Bearing Rocker Plates of the Thor Pneumatic Fork never wear and allow the front wheel to "wobble" like the ordinary flat bearings. The Roller Bearings throughout the motor practically never wear out and assure you of freedom from seized bushings and make the lubrication of these parts perfect.

The Thor undergeared Transmission is Ball Bearing throughout as is every other reciprocating part of this famous machine.

It was the consistency of the Thor Motorcycle as a whole that WON the recent F. A. M. Endurance Run. Not one special feature but a triumph of Thor over conditions.

If you would purchase a motorcycle of real merit write for our proposition on Thor 1911 Agency.

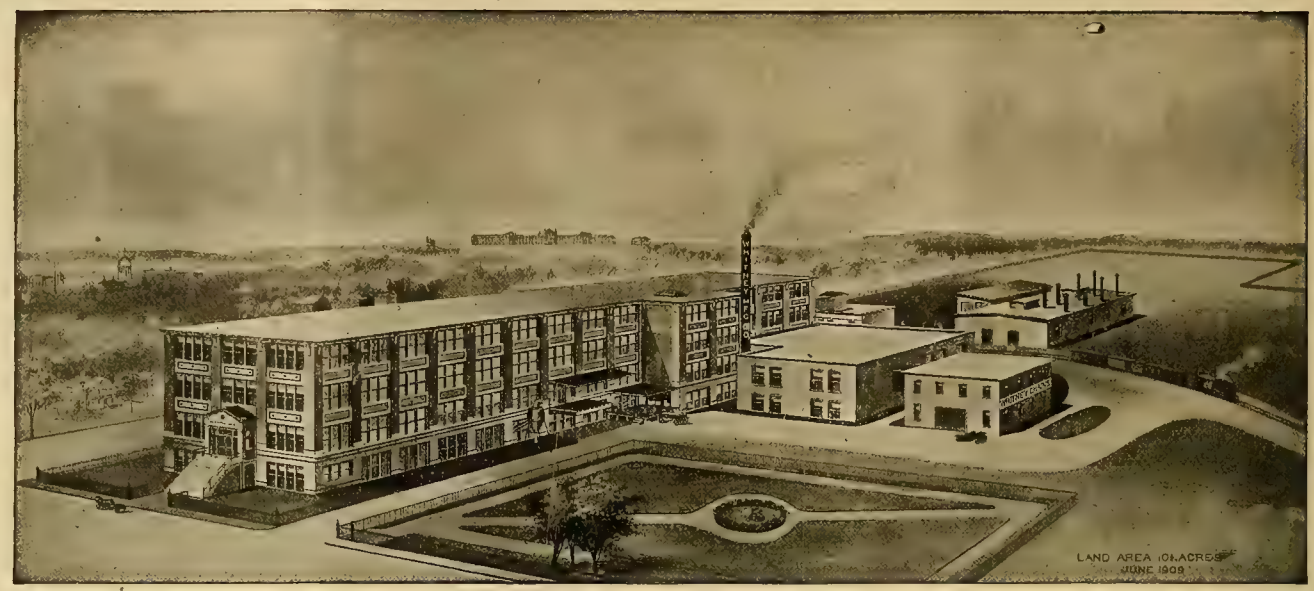
1911 Models Now Ready for Delivery

AURORA AUTOMATIC MACHINERY CO.

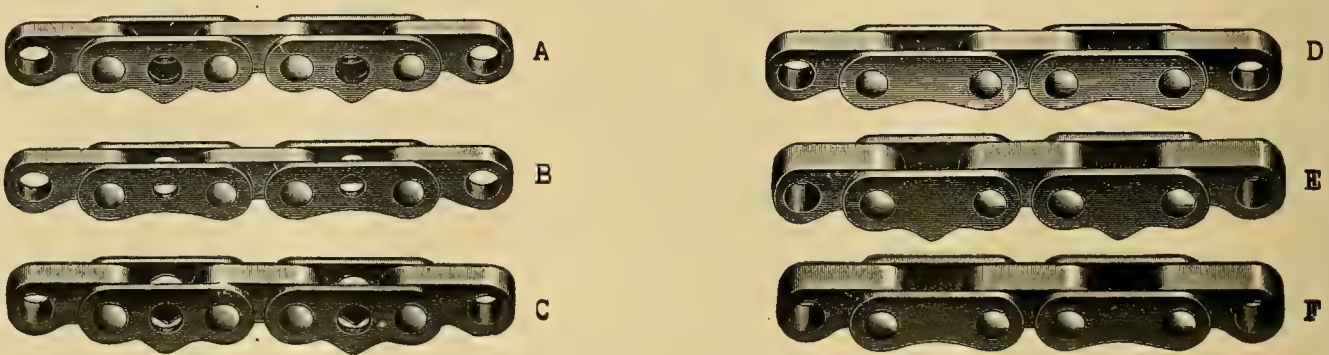
Thor Building **Chicago, Illinois**

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J. S. LENG & SONS CO., New York, N. Y.
MOTORCYCLE SPECIALTY CO., Boston, Mass.
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"Whitney" Chains are made in one of the most modern of American fire-proof factories.



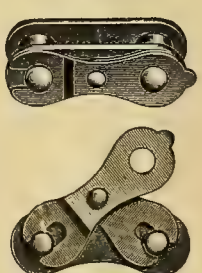
If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE

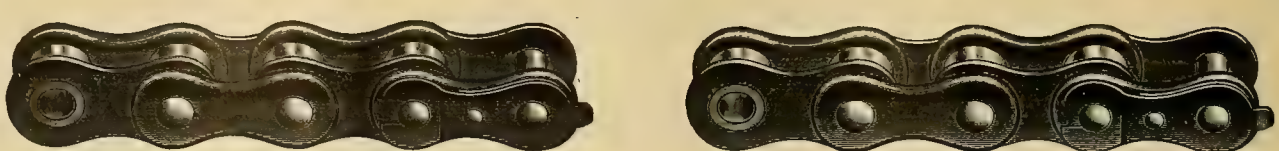
Our New Roller Chains ⅝" Pitch

For Motorcycles, Etc.



New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains



THE WHITNEY MFG. COMPANY

Hartford, Connecticut

THE SURVIVAL OF THE FITTEST

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3692

POSTAL TELEGRAPH — COMMERCIAL CABLES

POSTAL TELEGRAPH · INDEPENDENT · COMPETITIVE · PROGRESSIVE · COMMERCIAL CABLES

NIGHT LETTERGRAM

The Postal Telegraph-Cable Company (Incorporated) transmits and delivers this night lettergram subject to the terms and conditions printed on the back of this blank.
CLARENCE H. MACKAY, PRESIDENT.

COUNTER NUMBER.	TIME FILED. M.	CHECK

Send the following night lettergram, without repeating, subject to the terms and conditions printed on the back hereof, which are hereby agreed to.

Philadelphia, Pa., August 10, 1910.

G & J TIRE CO.,
Indianapolis, Ind.

Only twenty-two riders finished within time limit, twelve of whom were equipped with G & J Tires. Morgan & Wright seven, Goodrich three. Heartiest congratulations.

F. X. BERRODIN.

The above results of the F. A. M. Endurance Run prove beyond any doubt the value and superiority of

G & J TIRES

the product of a factory whose slogan of QUALITY—SERVICE—SATISFACTION is always maintained.

G & J TIRE CO.
Indianapolis, Ind.

POPE Bicycles

OUR travelling men, who have been at headquarters in conference, are rounding up their affairs and will soon be out on their territories with full particulars of the 1911 Pope lines.

It has been a great Pope season and its going strong yet. Never before have bicycles sold so well into the summer months, with every indication of large Autumn trade. It is a good, healthy sign and foreshadows a big and money-making Pope season in 1911.

Far more than in any previous year it will pay dealers not now handling Pope lines to communicate with us before making definite plans.

Build up your sales and reputation on "TRADEMARK" Bicycles

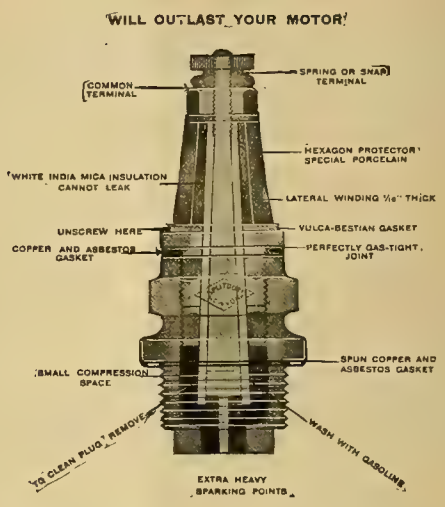
The Pope Manufacturing Co.

HARTFORD, CONNECTICUT

SPLITDORF PLUGS

on the three

Thor Winners



The hardest test of machines in the history of the F. A. M.

A heart-breaking mountain climb, through rain and mud, over almost impassible roads.

Such was the F. A. M. Endurance Run.

Out of 129 starters, 24 finished, and the only Perfect Scores were made by the three Thors, all of which were equipped with

Splitdorf Motorcycle Plugs

Could there be better proof of Plug Efficiency and Endurance?

C. F. SPLITDORF

Walton Ave. and 138th St.

Branch, 1679 Broadway

NEW YORK

What a Rider Who Knows

Says of His

INDIAN

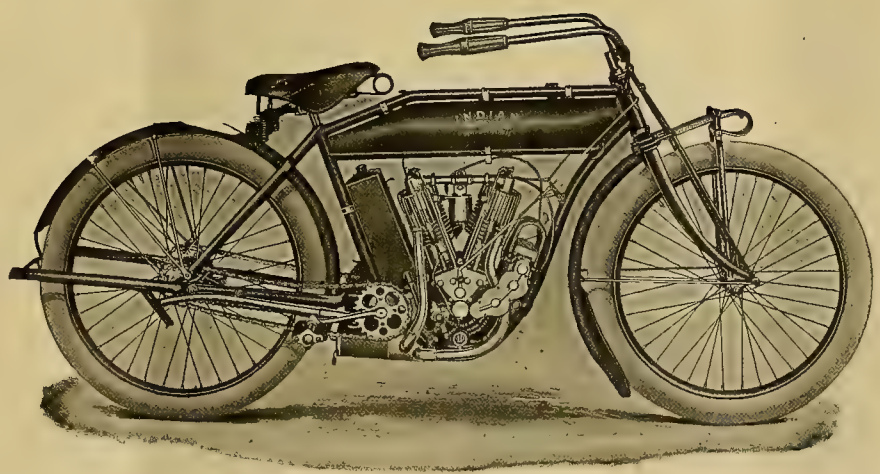
"The machine [5 h.p. twin] has stood up splendidly. In all of this hard trip from Los Angeles over 1500 miles of the worst roads in the West, I have had to spend just $1.00 for repairs. Never once has the engine stopped or an accident happened to the frame, though it has turned somersaults and rolled down embankments."

Dependability

HAS ALWAYS BEEN A CHARACTERISTIC FEATURE OF

THE INDIAN

Tireless
Sustained
Power



Rare
Enduring
Quality

Free—Illustrated Catalogue B Describes Interesting Details—Free

THE HENDEE MANUFACTURING COMPANY

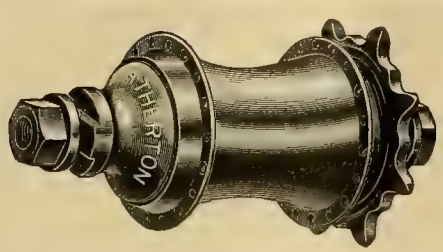
SPRINGFIELD, MASS.

Chicago Branch
1251 Michigan Avenue

London Depot
184 Gt. Portland Street

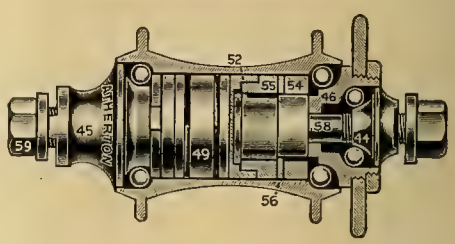
The Only Real Development

in Coaster Brakes Since the First One Was Produced



is the

NEW



Concave Atherton

All others have followed the same general principles; the new Atherton creates a new type and sets a new standard.

IT AVOIDS
- Endwise Sliding Parts
- Jamming End Strains
- Binding Screw Movement

and all other shortcomings of the old-line coaster brakes.

Operated by cams and levers

IT AFFORDS
- Perfect Brake
- Absolutely Free Coaster
- Genuine Satisfaction

Get the up-to-date coaster brake while you are about it.

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, NEW YORK

Licensed Coaster Brake Manufacturers.

Pittsfield Motorcycle COILS

provide a sure, sharp, hot spark from even a faint primary. No motorcycle service is hard for them, or can lessen their remarkable efficiency.

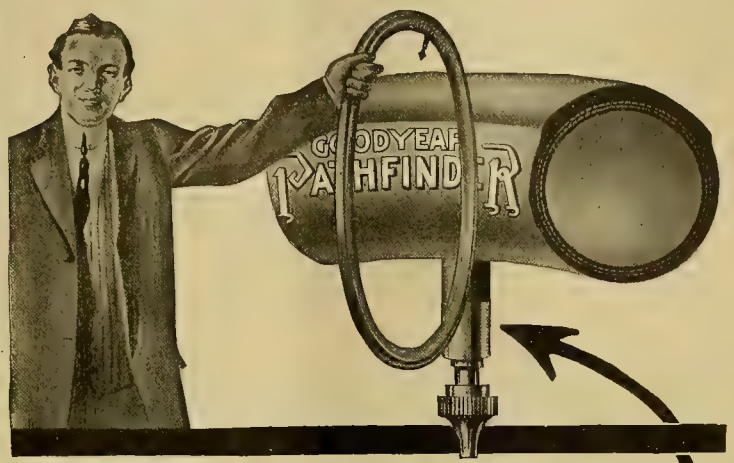
Supplied with either flat or conical end. The one cylinder, four lead Pittsfield Coil sells for $8.00, and the two cylinder, five lead Pittsfield Coil sells for $9.00.

Pittsfield Spark Coil Co.

DALTON, MASS.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

Rode Tires 4,000 Miles; Good for Many More



Read the strong statement below of A. S. Boehm. It proves graphically why the supreme wearing quality of the Goodyear Pathfinder Single Tube Tire always makes pleased customers.

Baltimore, Md., Jan. 10, '09.

The Goodyear Tire & Rubber Co., Akron, O.

I had ridden the Pathfinder Single Tube Bicycle Tire 2,021 miles *before* I received my *first* puncture, and that was gotten by running over a nail in a horseshoe. I have now ridden *4,000 miles* and I think *the tires can stand much more hardship.*

Riding on these tires I participated in the following events: Two round-trips to Washington, D. C., and one one-way trip in which I made a record time of 2:54; one 75-mile run; two half centuries; one-way trip to Westminster, Md., compelled to return home by train on account of being caught in a heavy snow fall; won one beautiful silver loving cup and was on the winning team in the Australian Pursuit race in which a silver cup was won. I also won the mileage contest of the Layfayette wheelmen for 1908, in which nearly two-thirds of all the mileage was ridden on these tires.

You people are putting out the best tires for both *liveliness* and *durability*. The best thing of all is that they can be easily fixed in a *jiffy*.

ARTHUR S. BOEHM,
1014 E. North Ave., Baltimore, Md.

You make more money on tires when your customers save money by buying from you the kind that will stand 4,000 miles service and are easily repaired—the Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back—and they bring you others.

The Goodyear Pathfinder can be repaired either by plugs or vulcanization—"fixed in a jiffy," as Mr. Boehm says. That's one secret of its surpassing popularity.

More than 600 dealers—one to a town in all parts of the country—are *now doing a big business* on the Goodyear Pathfinder. Are you one of these?

We are sending all Pathfinder agents a quantity of frame guards gratis to distribute among customers. These guards are branded "Pathfinder" and help wonderfully to advertise the tire.

Write us if we are not represented in your town and see what there is in it *for you*. Start a letter off *today*.

The Goodyear Tire & Rubber Co.

Moal Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 E. Seventh St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.

RACYCLES THEIR OWN SALESMEN

In these days when one dealer is bucking a dozen other dealers, and all are after the business, the following may seem strange, but, nevertheless, it is true.

H. R. Moore, the local bicycle man, agent for the Racycle, recently received a demonstrator of the new Racycle motorcycle. Mr. Moore, however, was not contemplating entering the motor end of the business and so did not make any endeavor to boost the motorbike.

Much to his surprise, a few days later two of his customers on seeing the model immediately ordered duplicates, both of which Mr. Moore has just delivered.

Seeing that the Racycle "Motorbike" sells so easily, Mr. Moore will probably enter the motorcycle as well as the bicycle business.—From the San Diego (Cal.) Sun, August 13th, 1910.

Mr. Dealer

DO WE HAVE TO SAY ANY MORE?

THE MIAMI CYCLE AND MANUFACTURING COMPANY

Middletown, Ohio

F. M. JONES
Pacific Coast Distributor
Sacramento, Cal.
Los Angeles, Cal.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. New York, U. S. A., Saturday, September, 3, 1910. No. 24

MAY STAY OUT OF CHICAGO SHOW

Motorcycle Manufacturers Have Not Closed for Space—Dislike Exhibiting with Commercial Vehicles.

Application blanks for the tenth annual national automobile show at Chicago, Ill., from January 28 to February 11, 1911, have been issued, but it by no means is certain as yet whether or not a motorcycle section will constitute one of the features of the exhibition. Provision has been made by the show management to accommodate the motorcycle manufacturers in case the latter should decide to come in, but they have not made up their minds that they want to participate.

Their reluctance to come to terms with the management is due to the fact that the motorcycle section would have to go in the second week of the show, when commercial vehicles are being exhibited. The show is divided into two periods of time, the first week, from Saturday, January 28, to Saturday, February 4, being devoted exclusively to pleasure vehicles and accessories, while the second week, from Monday, February 6, to Saturday, February 11, will be given over to commercial vehicles and to an overflow of exhibits that could not be given space during the first section of the show.

Objection is made by some of the motorcycle makers that if the motorcycle section were placed in the gallery of the First Regiment armory during the second week, it would be "buried," so to speak, as the expectations for attendance during the commercial vehicle section of the show are by no means as great as for the first week. The motorcycle men have an option on 5,000 square feet of space in the gallery of the armory, which the show management still is holding open to their call, but it is possible that the option will not be exercised, particularly as some of the makers are entertaining the idea of inaugurating an independent show of their own for the exhibition of motorcycles exclusively.

McLaughlin and Lyon Part Company.

J. F. McLaughlin and H. B. Lyon, of New York City, who have been doing business as the McLaughlin & Ashley Motorcycle Co., 2384 Broadway, have dissolved partnership and vacated the store. McLaughlin, who is one of the veteran riders of the Metropolis, will continue to handle Merkels at 244 E. 52d street for the present, and expects to open up on Broadway again in the near future. Lyon, who acquired the interest of G. A. Ashley some months ago, is contemplating re-embarking in the trade up state, but is not yet decided as to the exact place.

Will Handle Cycles and Motorcycles.

Birmingham, Ala., is to have a new cycle and motorcycle establishment, as the result of the incorporation of the Smith Motor Car Co., of that city, having a capitalization of $12,500. In its incorporation application the company states that it will conduct a general bicycle, motorcycle and automobile business. The officers of the company are: Charles S. Sibley, president; S. L. Smith, secretary, and J. B. Garber, treasurer.

Cothran Takes Broadwell's Place.

Jay B. Cothran has been selected as manager of the New York City branch of the Fisk Rubber Company to fill the vacancy left by the resignation of E. H. Broadwell, who becomes vice-president and general sales manager of the Hudson Motor Car Co., of Detroit, Mich. Through former connections with the Diamond and Goodrich companies, Cothran is well known in the tire trade.

GETS DECREE AGAINST INFRINGER

Buffalo Specialty Stops an Imitation of Neverleak Tire Fluid—Injunction Granted Against Peters.

Compounds for introduction into tires for the purpose of automatically preventing leaks and closing punctures present such an attractive idea that from time to time new manufacturers are tempted into the field, in which case they are not inapt to find themselves conflicting with the patent rights of the Buffalo Specialty Co., of Buffalo, N. Y., which again has given evidence of its vigilance in prosecuting infringement by obtaining a decree against Patrick F. Peters, of Natick, Mass. The Buffalo company is the manufacturer of Neverleak, and the latter preparation is covered by a patent granted some years ago to Charles E. Duryea and which is claimed to control the general run of preparations for use in tires.

As owner of the patent, the Buffalo Specialty Co. actively has maintained the priority rights residing in it and has been successful in practically eliminating infringing preparations. The action against Peters was brought in the United States Circuit Court for the District of Massachusetts, last February, and has resulted in a sweeping decree and injunction by which Peters is forbidden to manufacture or offer for sale "any liquid, compound, powder, article, device or contrivance" that might be construed as infringing the Buffalo concern's patent rights.

Takes the Merkel for Chicago.

E. T. Van de Mark has been given the Chicago and Cook county sales agency for Merkel motorcycles. He has his establishment at 305 East Forty-third street, Chicago, Ill.

COMPARISONS OF EXPORT YEARS

Department of Commerce Makes an Illuminating Tabulation—Shows Distribution of Shipments.

At about the time the cycle manufacturers of the United States are commencing effectively to stay the decline in export trade which has been plainly apparent from year to year, the official figures of the business of the different years have been compiled and published by the Department of Commerce and Labor at Washington, leading to the belated "discovery" by the newspapers that the bicycle export trade of the American makers is not so great as it once was. The figures are in the form of a table issued this week by the Bureau of Manufactures, reviewing the exports at various periods from 1897 to the present, and showing that while in 1897 the American exports of machines amounted to $7,005,323, the compilation for the 12 months ending June 30, 1910, reveals a total of $620,760.

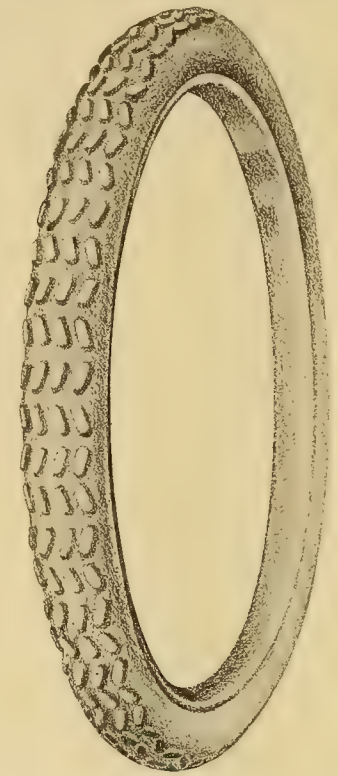
Eighteen geographical divisions are represented in the table, revealing the distribution of the exported machines for the different years, with the United Kingdom leading throughout. Cuba alone shows a greater purchase for 1910 than for the big year of 1897, when its aggregate was $4,016 as against $26,948 for this year.

That the decline is being checked to a measurable extent is made plain in the comparison between 1909 and 1910, which discloses that nine of the divisions, or half the total list, show gains this year over last. The United Kingdom, British North America, Italy, Mexico, Cuba, Brazil, Other South America, Other Asia and Oceania, and the group known as Other Countries are the divisions in which gains are recorded. One of the most significant showings is that made by Japan. The rapid rise of this empire in industrial importance is reflected in its decreasing imports of manufactured goods. Bicycles are now made in Japan, and imports of foreign machines fall off. The table in detail is as follows:

	1897	1900	1904	1908	1909	1910
United Kingdom	$2,375,675	$463,063	$263,775	$104,793	$105,262	$125,922
Belgium	200,587	98,050	52,988	24,441	34,755	15,540
France	262,606	238,616	76,000	22,395	33,029	2,365
Germany	1,026,346	415,216	131,217	30,692	21,548	14,129
Italy	162,877	74,317	52,820	27,810	21,956	21,963
Netherlands	445,193	145,960	114,735	31,442	33,782	31,575
Other Europe	147,983	240,360	67,883	70,507	140,306	63,151
British North America	734,493	380,891	125,929	63,113	56,969	79,159
Mexico	73,117	24,030	44,209	97,150	56,677	58,053
Cuba	4,016	150,723	24,049	43,007	21,866	26,948
Other W. Indies and Bermuda	141,635	56,350	32,625	25,166	15,584	14,544
Argentina	42,091	161,258	13,892	14,899	18,539	16,921
Brazil	29,355	30,812	11,769	8,172	5,073	7,370
Other South America	97,797	70,040	20,487	15,655	10,480	12,266
Japan	52,179	245,866	425,972	98,084	54,514	20,511
British Australasia	692,894	243,007	285,232	91,304	60,793	54,337
Other Asia and Oceania	98,134	263,298	87,527	18,881	24,636	41,031
Other countries	418,345	251,292	133,907	8,766	8,124	14,975
Total	7,005,323	7,553,026	1,965,026	796,277	723,893	620,760

"Nobby Tread" Tires for Motorcycles.

Giving protection against skidding and slipping, a "nobby tread" tire now is offered for motorcycles by Morgan & Wright, of Detroit, Mich., of the same tread construction which already has proved itself so efficient in motor car service. As shown by the accompanying illustration, the tread is distinguished by thick, substantial knobs of rubber, set diagonally to the circumference of the tire, like the flanges on the broad



metal tire of traction-engine wheels. The knobs are big enough to reach down deep into mud or sand and maintain a firm grip, while the side rows of knobs are claimed to be peculiarly efficient in preventing slippage on car tracks.

Bonnefoy Sells Out His Interests.

Elmer Bonnefoy has disposed of his interests as proprietor of the Ottawa Motor & Cycle Co., of Ottawa, Ill. He will move to Detroit, Mich.

MATCHES HIS BOOM DAYS RECORDS

Wisconsin Dealer's Cycle Sales Equalling High Marks of the Past—Sells Many Machines for Business.

Invidious comparisons of the present conditions in the cycle trade with the "boom" period do not impress a certain dealer in Appleton, Wis., as they might if he were not doing practically as much business now as when he was selling bicycles at the height of the so-called "boom period." In fact he cannot see but that the present is just as "palmy" for the cycle dealer, as could be wished for, and points to his own sales to confirm his view.

The Wisconsin optimist is William Groth, who has been in the bicycle business in Appleton for a number of years. He says that he has sold over 130 bicycles this season and expects to sell a lot more before the snow comes, despite the fact that Appleton has a population of only 15,000.

"Some of my friends thought I was insane when they saw my big stock last spring," Groth declares, "but look at it now. There are less than half a dozen bicycles left, and those were ordered during the summer. My sales this year will approach the total for my banner year's business in 1895, and will be greater than the totals for several of the boom years. A great many people now are using bicycles for business purposes, creating a sure and steady demand. I find that the bicycles sensibly are being made heavier than they were during the old featherweight craze, and that they average from five to seven pounds more than the machines of five years ago. This, I believe, is a good thing, as it insures machines that will stand up under the hardest kind of service."

New York Dealers Again to Meet.

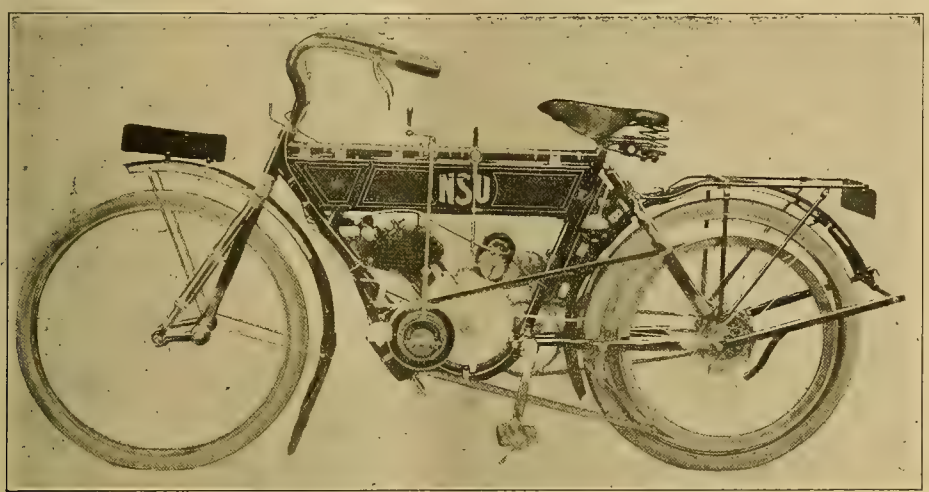
Having met with a surprising degree of success and show of interest at its first meeting they will have the opportunity of cessories Dealers' Association of Greater New York has made arrangements for its second meeting, which is to be held on September 19 at a place to be selected. Such cycle and accessory dealers as have not as yet allied themselves with the movement are being invited to come and make themselves welcome, and by attending the meetinf they will have the opportunity of enrolling with the original membership and of passing upon the constitution and by-laws, which will be submitted for adoption. The temporary secretary of the organization, H. A. Gliesman, of 782 Eighth avenue, is receiving telephone calls and letters from additional dealers who were unable to attend the first meeting, but who are giving pledges of their co-operation and participation in the future.

GEARING GIVES IT ADDED RANGE

N. S. U. Light Model has Two Speeds and a Large Engine Pulley—Weighs Only 108 Pounds.

Built especially for the motorcyclist who desires a combination of light weight, ample hill-climbing ability and a wide speed range with good control, the N. S. U. Motor Co., New York City, has produced in addition to its many other models, a 2 horsepower light weight, under-geared two-speed gear machine. The features expressed by its descriptive title all have been embodied severally or in combination in the engine and variable gear, enables the front belt pulley, from which the rear wheel is driven, to be of unusually large size. Consequently, the driving action is exceptionally smooth, while the stress on the belt is reduced materially and its life thereby prolonged.

The cylinder dimensions of the single motor are 63 by 78 millimeters, bore and stroke, or 2 15-32 by 3 1-16 inches. The carburetter is of the N. S. U. type, with single jet, and hot air jacketed. Pneumatic shock-absorbing forks, Bowden wire control from the handle bars, S. G. rubber V-belt, combination tank, a band brake and tool box fitted into the frame, are other features of the machine. The wheels are 26 inches diameter, shod with 1¾ inch tires.



THE NEW LIGHTWEIGHT, TWO-SPEED N. S. U. MOTORCYCLE

other N. S. U. models, but this particular machine is intended to satisfy a need which has not been directly catered to heretofore.

As the picture shows, the mount is thoroughly characteristic of N. S. U. practice, both in appearance and in detail design. In general style and equipment it is eminently suited for touring purposes—a sort of use for which the two-speed gear renders it especially adapted. The wide variation in speed, coupled with smoothness of operation, which this form of transmission provides, however, also makes it readily adaptable to the uses of city traffic.

Among the original points in its construction is included the method of gearing. The engine crank shaft has a double set of gears on the right hand side. The inner member of the pair, through an idler, drives a countershaft that runs directly across the engine base to the two-speed gear. The outer gear on the crank shaft drives the train of three gears that operates the magneto. All gears are completely housed and provided with adequate lubricating means.

On the left side of the motor is the two-speed gear, its internal construction providing means for varying the speed of the driving pulley with relation to the speed of the engine. This arrangement, coupled with the under gearing employed between

The ignition specifications call for Bosch magneto as standard equipment. The entire weight of the mount is but 108 pounds.

Has Faith in Future of Cycle Business.

"I have been in the bicycle business for fifteen years and have more faith every year," declares Keyser Fry, of Reading, Pa., in announcing that for his big wholesale business in cycle and motorcycle supplies he has purchased a large warehouse which is to give him five times the floor space of the warehouses he at present occupies. Fry's business is exclusively wholesale and with the new warehouse, which has railroad tracks along its side, he will be able to handle a greater volume of business than ever before. The buildings which he has bought are on North Eighth street, and he expects to have his stock moved into them by the first of November.

Thieves Break Into Bicycle Store.

Burglars visited the cycle establishment of William McDougald, 1118 North Clark street, Chicago, Ill., on Sunday, 28th ult., and made away with about $100 worth of goods after effecting an entrance by breaking a glass in a rear door. McDougald thinks that they were youths, judging by their selection of plunder, as they left untouched a number of new bicycles.

WOOD RIMS NEED CHOICE STOCK

Difficulties in Obtaining the Right Quality of Material—How One Maker Assured a Supply.

Few people are aware of the fact that there is a great difference in the woods of which bicycle rims are made. Most of them think that a "rim is a rim," and that one wood rim is as much like any other as two peas in the same shell. That such an idea is far from being the truth, is proven by the great care exercised in manufacturing wooden rims for the better class of bicycles.

If, for instance, single piece rims are used, the manner of bending the rims has a considerable influence upon the ultimate vitality of the rim; but a still greater item is the selection of the wood most suitable for the purpose. Hard wood naturally is much better than soft wood, but even among the various kinds of hard woods there are some which are unsuitable for bicycle rims. The best wood ought to be very hard, straight grained and free from knots and burls. Some makers use for this purpose a special kind of hard maple, and subject it to a most rigorous inspection. It often happens that so-called cross grain appears in the wood, and it takes the most expert knowledge of woods to discover such cross grain before a rim has been shaped from it. Only a small percentage of hard maple wood passes close inspection for cross grain, so small indeed that the average mill owner will not accept an order with such restrictions.

In order to be able to command the best kind of wood for its rims, and be free from the bickerings which constant rejection of material from a mill would cause, one concern, the Tucker Wood Work Co., of Sidney, O., bought large tracts of timber lands in Maine, and built its own lumber mills on them. The first object of these mills is to supply rim strips of high quality, while from the lumber found unsuited, other goods are manufactured.

It is difficult to distinguish by superficial examination between a high class rim and a trashy one; practically the only indication of brashy or doty stock having been used is the weight of the rim. Unless one really is an expert in wood, an examination of the grain will not show him much; and in the end he will be compelled to take most of the makers' claims on faith. If the company is reliable and has a reputation for fair dealing, the purchaser will find his rims well made.

Indian Agent Takes Larger Store.

B. F. Connor, who handles the Indian in Wilkes-Barre, Pa., has moved to larger quarters, a change made necessary by the increase of business. He now is located at 23 Hazel street.

When Answering the Call for Coaster Brakes—

whether for bicycle or motorcycle—the wide-awake dealer realizes that the

Corbins

Double the Chances of Making Sales

He is able to offer his cycling caller either the Corbin standard coaster brake or the Corbin two-speed.

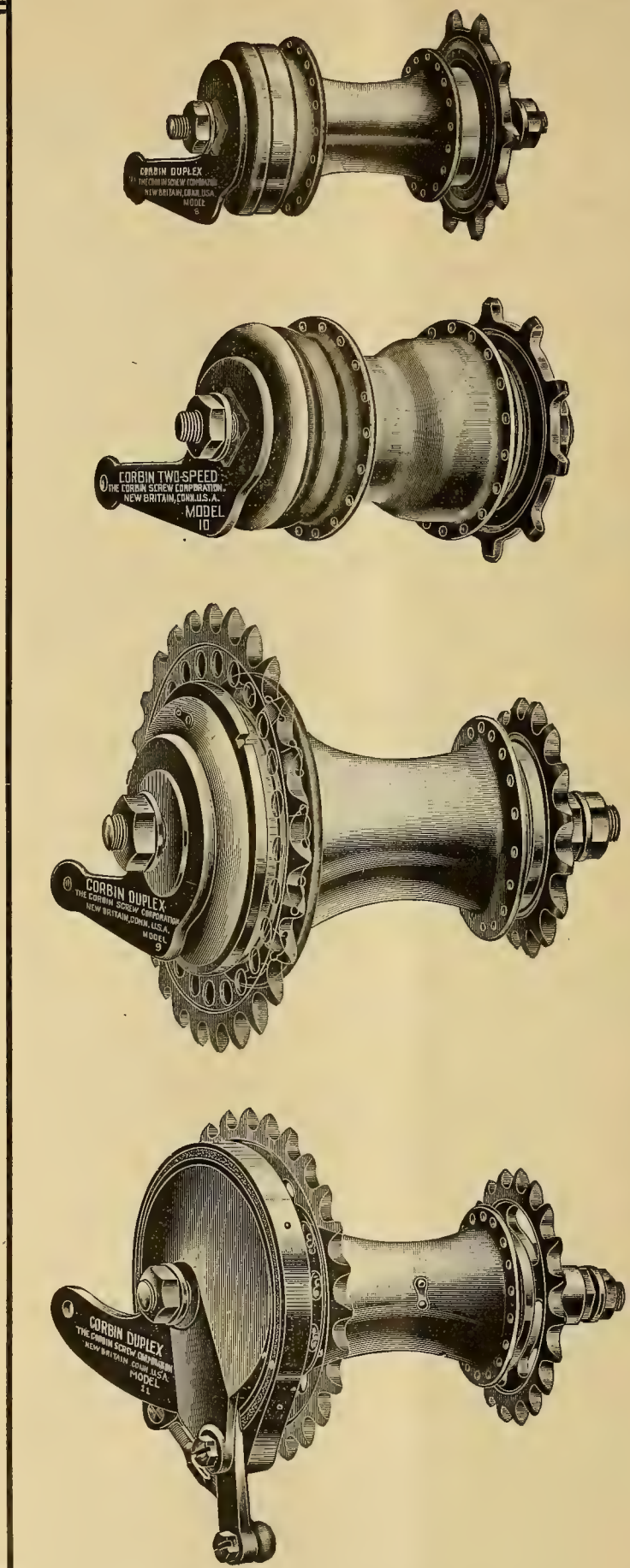
If his caller is a motorcyclist he can present either the Corbin standard brake or the Corbin back-pedalling bandbrake.

Affording so many strings to his bow is it any wonder that the Corbin line is so popular with dealers and such a business-builder and money-bringer?

CORBIN SCREW CORPORATION

New Britain, Connecticut

Licensed Coaster Brake Manufacturers.



CORBINS

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FOUNDED 1877

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NEW YORK, SEPTEMBER 3, 1910.

"Find enclosed money order for one year's subscription to the Bicycling World and Motorcycle Review. I would not be without the good paper for any money. The longer I get it the better I like it."—George Ross, New Brunswick, N. J.

"Trouble" as a Narrative Element.

In a thoughtful letter to the Bicycling World of last week, C. C. Hopkins, the well-known California tradesman and experienced motorcyclist, pleads for the elimination of the "trouble" and the "rotten roads" from accounts of tours and road contests. Pointing out that the effect of such features in the stories that reach the public prints is to give a prevailing air of discontent to the entire subject of motorcycling, he urges warmly that the pleasant side of motorcycling be emphasized for the good of the cause and also as a matter of general interest.

It is true that most narratives of motorcycle experiences do contain an overwhelming amount of the unpleasant. That the publication of such accounts in the newspapers should tend to create an impression that motorcycling is far from pleasurable is conceivable. At the same time it is a curious fact that to many readers stories with the "trouble" left out would be but dull reading. An analysis of the news that is served up in the daily papers forces the conclusion that a large percentage of it is composed of "trouble" stories; accounts that in some way involve accident or misfortune to someone. It is characteristic of human nature that what we do every day, what others do every day, is of little interest as compared with the unusual, the unexpected and the peculiar.

In the memory of the average motorcyclist of experience there lodge recollections of accidents that have befallen him in his travels, of mishaps to his machine, of bad roads, bad weather, bad food and lodging and unpleasant companions; such memories are distinct. But it is an odd fact that in very many instances the pleasures of one trip and another make only the vaguest impression on his mind.

Moreover, the narration of accidents has the value of pointing the way to roadside repairs and of showing how similar accidents may be avoided. Hard luck stories, besides their odd, "human interest," sometimes are of value to those who would follow the same trails, especially when they mark the location of "rotten roads."

But it is true that the pleasurable side of motorcycling is overlooked in altogether too many cases. Perhaps it is so for the reason that motorcyclists who are able to enjoy keenly and to portray their enjoyment in words have not been sufficiently encouraged to paint the finer side of the picture. Likely it would tend to foster a kindlier impression of motorcycling in the mind of the "outsider" if this were done. The point is an interesting one to discuss. But after all motorcycling is a brisk and busy manly sport, and the spirit of exploration and adventure that frames it in the printed page seems to suit it very well.

Designing in Relation to Roads.

In accounting for the existing differences between American motorcycles and those of foreign construction, a New England motorcyclist derives an apparently logical explanation from the differences in highway conditions. "The reason for these differences is not a difference of opinion as to what is best in design, but the different conditions under which the machines are designed to run," as he expresses it. And though there are various other ways of accounting for the variation in the practice of American builders and those of other countries, this undoubtedly has a great deal to do with it.

This particular motorcyclist, who has had ample experience on both sides of the water, at present resides in a town from which, as he says, there lead but four roads that would be marked on an English map. Consequently designs that have proved adequate under British and European highway conditions fail here. In the case in point, both English and German machines have proved weak in respect to frames, tanks, rims, spokes and hubs. Yet the same machines have been perfectly satisfactory when ridden in England.

All of which is perfectly logical, as a moment's consideration will serve to show. Fashion, or style, in dress, in habit and manner, like language, is governed by circumstances and environment. The same applies, more or less, to machine design, as to all things else. Motorcycles have a foreign air in a country to which they have been imported, for the reason that they have been conceived, designed and built under entirely different conditions from those that pertain in the country to which they have been brought, and also because they have been built for use under different circumstances.

In many points, of course, differences evolved from the different attitudes of the respective designers are so slight as to be of no practical account. In other points they are of greater importance. But that such differences are bound to exist in some degree is a consideration that should weigh equally in the mind of the rider who is considering the purchase of an imported mount and the manufacturer who would seek a foreign outlet for his product. Unless special measures are taken to fit the machine for use under what, for the moment, may be termed alien conditions, there is some chance that it may not be wholly satisfactory.

New wonders develop in business every day, but it has remained for a contemporary to discover a highly paradoxical phenomenon of modern commercialism and to announce that a "receivership is a technical move to inspire confidence." This, indeed, will be news to old fashioned business men, who cling to moss-grown traditions and fail to feel the tonic inspiration of confidence that apparently should be generated by receivership proceedings.

F. A. M. REINSTATES PACEMAKERS

Whittler and Mitchell Restored to Contest Board's Good Graces—Can Ride Again at Salt Lake.

After six weeks of suspension at the hands of the contest board of the Federation of American Motorcyclists, F. E. Whittler and Arthur Mitchell have been reintated, upon their own application. Their offense was that of riding as pacemakers in a bicycle race, held at the Salt Palace saucer, in Salt Lake City, and was based upon the conception that the F. A. M. held the right of sanction over motorpaced bicycle races, despite the fact that the National Cycling Association long had maintained its position in the government of all bicycle events. Notice of the removal of sunspension was received in Salt Lake on Sunday last, 28th ult., so that Whittler and Mitchell were permitted to enter the Wandamere meets of Monday and Wednesday, and the Denver meets of the 3d and 5th inst.

Their application for reinstatement was filed with W. D. Rishel, acting F. A. M. representative, in this form:

"I hereby make application for reinstatement into the F. A. M., and if same is granted, I promise in the future to never again ride a motorcycle in any capacity on any track unless same exhibition or race is sanctioned by the F. A. M."

The condition under which they were permitted to return makes it appear that Chairman J. P. Thornley of the F. A. M. contest board still maintains his position in respect to the jurisdiction of the F. A. M. over motor paced bicycle races. How fully that opinion is shared by the board of directors of the Federation does not yet appear. Although the chairman of the contest board notified Chairman R. F. Kelsey, of the N. C. A. board of control, that the alliance between the two associations had been broken by the failure of the N. C. A. to prevent Whittler from riding the Salt Lake bicycle tracks after his suspension, the latter is of the opinion that an appointed official has not the power to terminate an alliance. In the correspondence with the F. A. M. this attitude has been maintained and, in the absence of any official confirmation by the president or directors upholding the contest board, the situation remains practically unchanged.

Pennsylvanians Form New Club.

One of the quick and tangible results accruing from the enthusiasm awakened in Philadelphia by the recent F. A. M. meet there, asserted itself at a meeting of some sixty motorcyclists held at the Pennsylvania Club, 3940 Girard avenue, last week, when the Pennsylvania Motorcycle Club of Philadelphia, was organized and the following officers elected for one year: Joseph V. Kelley, president; Martin Duff, vice-president; Joseph M. McGinnis, secretary, and L. J. Spingler, treasurer. Committees on constitution and by-laws were appointed, and an active membership campaign will be instituted.

COMING EVENTS

September 3, New York City—Professional motorcycle races at Brighton Beach.

September 3, Plainfield, N. J.—New Jersey Motorcycle Club's race meet at Plainfield Driving Park.

September 3-5, San Francisco, Cal.—San Francisco Motorcycle Club's annual outing to Pleasanton; race meet at latter on Labor Day.

September 3-5, Boston, Mass.—Boston Bicycle Club's annual "Wheel About the Hub."

September 3-5, Denver, Colo.—Motorcycle races at new speedway; open.

September 3-5, Louisville, Ky.—Louisville Motorcycle Club's race meet at Douglas Park.

September 4, Newark, N. J.—New Jersey Motorcycle Club's race meet at Olympic Park.

September 4, Guttenberg, N. J.—Manhattan Racing Association's race meet on Guttenberg track.

September 4-5, Indianapolis, Ind.—Indiana Motorcycle Club's first annual endurance run to West Baden and return; 340 miles.

September 4-5, St. Louis, Mo.—South Side Motorcycle Club's endurance run to Hannibal and return.

September 5, Chicago, Ill.—North Shore Motorcycle Club's race meet at Hawthorne track.

September 5, Pasadena, Cal.—Pasadena Motorcycle Club's race meet at Tournament Park.

September 5, Cleveland, O.—Cleveland Motorcycle Club's bicycle and motorcycle meet at North Randall track.

September 5, Elmira, N. Y.—Motorcycle races at Maple Avenue Driving Park; open.

September 5, Marion, Ia.—Motorcycle races; open.

September 5, Charleston, S. C.—Motorcycle races at Isle of Palms; open.

September 5, Washington, D. C.—Motorcycle races at Central Labor Union field day at Bennings track; open.

September 5, Council Bluffs, Ia.—Bicycle road race; open.

September 5, Albany, N. Y.—Bicycle races at Ridgefield.

September 5, Troy, N. Y.—Motorcycle races, professional.

September 5, Reading, Pa.—Olympian Cycle Club's race meet at fair grounds track.

September 5, Columbus, O.—Motorcycle meet at Columbus Driving Park.

September 5, Peoria, Ill.—Peoria Motorcycle Club's race meet.

September 7, North Adams, Mass.—Motorcycle races at Hoosac Valley agricultural fair.

September 10, Pittsburg, Pa.—Pittsburg Motorcycle Club's race meet at Schenley Park oval.

September 10, Plainfield, N. J.—New Jersey Motorcycle Club's race meet at Plainfield Driving Park.

September 10-11, Reading, Pa.—Reading Motorcycle Club's 400 miles endurance run to Wilkes-Barre and return.

September 11, Valley Stream, N. Y.—Century Road Club Association's annual 100 miles record run; open.

September 11, New York City—New York Motorcycle Club's third quarterly trials, Poughkeepsie and return, 150 miles.

September 25, New York City—Century Road Club of America, New York State Division, 100 miles record run; open.

October 8, West Orange, N. J.—Motorcycle races at Olympic Park.

Davis Heads Back to the Coast.

Volney E. Davis, who finished a strenuous transcontinental trip on a 5 horsepower Indian, in New York, on June 19th, has not had enough and is going to repeat the performance on the same machine that he rode East from San Francisco. Davis will leave Times Square, New York, on Tuesday morning, 6th inst., and will take the direct northern route via Buffalo, Chicago, Omaha, Ogden and Cheyenne, and expects to reach the Golden Gate well before snow flies. He will be the first to make the round trip on a motorcycle either from New York or from the Pacific Coast.

C. R. C. of A. Holds a Sunday Run.

Twenty-four members of the Century Road Club of America took part in the run to Pearl River, N. Y., on Sunday last, 28th ult. The members of the New York division left by way of the 42d street ferry at eight o'clock in the morning, meeting the delegation of the New Jersey division at Weehawken. The party reached Pearl River at noon for dinner, returning to New York in the afternoon. Rain prevented the carrying out of the full program, which was to have included a series of races among the members.

NELSON SWEEPS THE WHOLE BOARD

Takes All Six Events at Manitowoc Motorcycle Contests—Horse Races are Put in Eclipse.

In addition to coining new state and track records, Edward Nelson, steering an Indian, further distinguished himself at the motorcycle races, held in connection with the Manitowoc (Wis.) county fair, on the 23d-25th ult., by winning every one of the six numbers on the card. The motorcycle events which were introduced at the fair made a decided hit, so much so in fact, that the spectators called for them while the horse races were in progress, and large numbers left the grounds when the motorcycle numbers were finished. Although the fields were small the races were exciting and the time was excellent for a half mile track. The marks which Nelson set up were a track record of 1:09⅘, for a mile, and a state record of 5:57 for 5 miles. The summary:

Five miles handicap—Won by Edward Nelson, Indian (scratch); second, George Puls, Indian (scratch). Time, 5:57.

Two miles—Won by Nelson, Indian; second, Gerpheide, Thor. Time, 3:28.

Three miles match, Nelson vs. Puls, both on Indians—Won by Nelson. Time, 3:50.

Three miles match, Nelson vs. Puls, on Indians—Won by Nelson. Time, 3:43.

Two miles match, Nelson, Indian, vs. Gerpheide, Thor—Won by Nelson. Time, 3:20.

Five miles handicap—Won by Nelson, Indian (scratch); second, Puls, Indian (scratch). Time, 6:07.



THE COURIER CORPS OF EXCELSIORS AT ELGIN

Stauder Best at Rochester Climb.

Edward Stauder, riding an Indian, won both classes at the Rochester (N. Y.) Motorcycle Club's second annual climb on Armstrong hill, on Sunday afternoon, 28th ult. In the single class he made the climb in 20 seconds, and in the twin division cut these figures to 16 seconds. Warner Dolph took second and C. Narramore, third, in the single class, and in the twin class, J. Castle and C. Brey were similarly placed.

Motorcyclists Assist Elgin Race.

Not the least of the admirable arrangements which were provided for the two days of automobile road racing on the Elgin course at Elgin, Ill., on August 26 and 27, was the organization of a motorcycle courier corps of Excelsior riders, for the purpose of keeping the officials in touch with all parts of the course. The courier brigade, which in the illustration is seen lined up in front of the immense score board that marked the progress of the races, performed a valuable service and contributed in no small degree toward giving the affair the honor of being one of the best managed road races ever conducted.

Armstrong Rides Well at Denver.

Winners were decided by inches at the motorcycle meet at the Tuileries track, Denver, Colo., on Sunday, 28th ult., and the contests were the closest and most exciting ever witnessed there. Armstrong captured three events by whirlwind riding, but his Minneapolis was hard pushed by the others. One of the best of the races was the three miles amateur for twins. The summary:

Three miles, stock singles, professional—Won by Armstrong; second, Glasser. Time, 3:02⅕.

Three miles, stock singles, amateur—Won by Mead; second, Silver. Time, 4:05.

Five miles, stock singles, professional—Won by Warren; second, Walters; third, Armstrong. Time, 5:20⅕.

Three miles, stock twins, amateur—Won by Bowen; second, Jackson. Time, 3:11.

Three miles relay; professional—Won by Armstrong; second, Bowen; third, Glasser. Time, 4:32.

Five miles, stock singles, professional—Won by Bowen; second, Walter; third, Albright. Time, 6:01½.

Three miles free-for-all—Won by Armstrong; second, Walters. Time, 3:04⅕.

STANDEN THE STAR AT ELYRIA

After Three Victories He Suffers a Sensational Tumble—Eight Numbers Afford a Thrilling Program.

Seventeen years old Albert Standen, of Amherst, O., rode a Harley-Davidson to victory three times at the motorcycle meet at the fair grounds, Elyria, on the 27th ult., and then gave the 600 spectators a few heart throbs by tumbling from his machine in the final event in a sensational spill. He was picked up unconscious and hurried to the hospital, where an examination disclosed that no bones were broken and later he recovered sufficiently to be taken home in an automobile.

Except for a severe shaking up he was none the worse for his mishap. Standen chalked up his first triumph in the five mile free-for-all for singles, which he won handily in 7:34⅘. The best race of the day was a ten mile match between Standen and Fletcher, Excelsior. Fletcher led until the seventh lap when Standen began to close the gap and overhauled Fletcher in the next lap. Immediately the latter stopped on account of engine trouble, and lost five laps, but when he restarted he was hopelessly out of the running. Standen's time, 14:27⅕. His next win was the three mile race for singles, which he won in two straight heats, Winchell, Indian, being the runner-up both times. The five miles free-for-all was another plum in Standen's basket, his time being 7:02⅖. Freidenstein, Excelsior, took second. The summary:

Five miles novice—Won by Sittinger, Excelsior; second, Greetham, Harley-Davidson; third, Ernst, Indian. Time, 6:49⅖.

Three miles match, C. O. Ingall, Jap Harpster and M. S. Winchell—Won by Winchell, Indian. Time, 4:39⅖⅕.

Five miles, singles—Won by Albert Standen, Harley-Davidson; second, M. S. Winchell, Indian; third, Sittinger, Excelsior. Time, 7:34⅘.

Two miles team relay—Won by Winchell, Chamberlain, Freidenstein and Harpster; second, Sittenger, Schaefer, Ernst and Engal. Time, 3:58⅗.

Ten miles match—Won by Albert Standen, Harley-Davidson; second, J. D. Fletcher. Time, 14:27⅕.

Three miles singles—First heat won by Albert Standen, Harley-Davidson; second, M. S. Winchell, Indian. Time, 1:32⅖. Second heat and race won by Standen; second, Winchell. Time, 1:33⅘.

Five miles free-for-all—Won by Standen, Harley-Davidson; second, Freidenstein, Excelsior; third, Gibson, Harley-Davidson. Time, 7:08⅖.

Two miles, singles—Won by Freidenstein, Excelsior; second, Schaefer. Time, 3:09⅕.

DEROSIER FALLS AT WANDAMERE

Has Narrow Escape on Salt Lake Track—"Lightning Quartet" Show Speed and Close Finishes.

Salt Lake City, August 26.—Jake Derosier had one of the closest calls of his career at Wandamere last night, when a front tire flattened and jammed in the forks. The machine, which was traveling fast, shot up the track and wobbled and Derosier was thrown heavily. At the time of the accident he was leading the field by a third of a lap in the five miles open, and this fact saved him from more serious injury for the others were able to avoid him. He was badly shaken up, although no bones were broken but he probably will enjoy a compulsory vacation for at least a week. Kettle won the event, and Senhouse beat W. E. Samuelson for second. Time, 3:54⅖.

Earlier in the evening Derosier beat Kettle in straight heats in their five miles match. Both riders sought to force each other to make the pace by jockeying, but in the last laps Derosier opened up and won easily.

That quartet of human greased lightning, Graves, Ward, Seymour and Blake, made the sparks fly as usual. In the five miles amateur they ran the first three miles as if tied together, then Balke was unable to stand the strain and dropped out. Seymour blew up in the fourth round and Graves and Ward furnished a cyclone windup, the former getting the decision by half a wheel. Time, 3:51⅕. Later the same four clashed again at five miles and put up an even hotter race. Balke was lapped early but the others clung to each other like leeches, the while shooting along at better than a mile a minute. At the tape the trio were so closely bunched that it seemed like a dead heat, but the judges picked Seymour, Ward and Graves in that order on inch margins. W. E. Samuelson took McNile into camp in the five miles invitation, and Thomas trimmed Claflin in the amateur match over the same distance.

Immediately after the races Derosier filed a protest against the Merkels ridden by Graves, Ward and Kettle on the ground that they were over the F. A. M. limit of 61 cubic inches. The referee took charge of the machines and they will be measured tomorrow.

The summary:

Five miles match, amateur, Thomas vs. Claflin—Won by Thomas. Time, 4:41.

Match, professional, Derosier vs. Kettle—Won by Derosier in two straight heats. Time, 4:09⅖; 4:47.

Five miles for trade riders—Won by Graves; second, Ward; third, Seymour; fourth, Balke. Time, 3:51⅕.

Five miles invitation, professional—Won by W. E. Samuelson; second, J. A. McNile; third, Senhouse; fourth, Clayton. Time, 4:01⅕.

Five miles for trade riders—Won by Seymour; second, Ward; third, Graves; fourth, Balke. Time, 3:47⅕.

Five miles open, professional—Won by Kettle; second, Senhouse; third, W. E. Samuelson; fourth, Clayton. Time, 3:54⅖. Derosier fell.

Four Trade Riders Want to be Pros.

Jake Derosier will no longer have to bemoan the fact that he is compelled to go West to find professionals to ride against, for last week four well known New York riders, A. G. Chapple, Frank Seery, William Robinson and Fred Voelker, filed with Dr. J. P. Thornley, chairman of the F. A. M. competition committee, a signed statement announcing their intention of competing for cash hereafter. They will make their professional debut at Brighton Beach today, and it is reported that several other prominent trade riders seriously contemplate jumping the fence. The movement took shape at the F. A. M. meet in Philadelphia, and is the result of a steadily increasing feeling among several of the trade riders that the emoluments which that class offers were not commensurate with the risks incurred and that in case of injury a bank account would be far preferable to a collection of cups and medals.

Rain Checks the Guttenburg Meet.

Rain which commenced shortly after noon and gradually increased from a drizzle to a steady downpour lasting several hours on Sunday, 27th ult., put a quietus on the Manhattan Racing Association's opening fall meet at Guttenberg, N. J., and the New Jersey Motorcycle Club's rival meet at Olympic Park, both of which were scheduled for that day. They will take place tomorrow (Sunday), weather permitting. Another speedfest which failed to be run was the race meet at Dover, on Saturday, 26th ult., in connection with the Old Home Week celebration. After witnessing some sensational skidding on the turns, in practice, the local promoters feared accidents would ensue and called things off.

Mangold Wins Washington Hill Climb.

In two sensational flights, the fastest of which eclipsed the time of every automobile except a stripped racing car, E. M. Mangold, on an Indian, won both motorcycle classes in the Automobile Club of Washington, (D. C.) first annual hill climb at Randle Highlands, on Tuesday, 30th ult. In the single cylinder class, Mangold topped the steep grade in 1:02 flat, with Charles Osborne, Indian, a close second, in 1:02⅘. Mangold repeated in the twin class, sweeping up the hill in 52 seconds. The nearest approach to this was W. P. White, Merkel, who was clocked in 57 seconds. Over 6,000 people witnessed the contest.

MC QUESTION MAKES HIS MARK

It is a Local Record for Seattle Track, However—Bad Spot in Course Causes an Accident.

A. H. McQuestion, riding an Indian, was the star of the Seattle (Wash.) Motorcycle Club's race meet at the Madison Park track on August 21st, winning two events and establishing a track record for a mile. Starting from scratch McQuestion captured the 15 miles handicap in fine fashion, pulling down the field in rapid succession. C. S. Cline, Excelsior, was second. Time, 19:44.

After an accident to A. G. Taft, Excelsior, the fifteen miles open for 61 cubic inches machines, was cut to 10 miles, and McQuestion won handily. While moving fast Taft's machine stopped suddenly and he shot over the bars and was unconscious when picked up. He later revived and escaped with a severe shaking up. The accident seemed to be due to a bad spot in the track, several other mishaps having occurred in the same place in the past. D. S. Cline, Excelsior, captured the 10 miles race for 30:50 machines, and Roy Fisher, Harley-Davidson, annexed the private owners handicap easily. In the mile trial, McQuestion was clocked in 1:11½, a record for the track. The summary:

Three miles for machines under 31 inches displacement—Won by W. G. Taft (4 h.p. Excelsior). Time, 2:47¼.

Five miles for machines between 31 and 61 inches—Won by C. R. Roy (6½ h.p. Yale). Time, 6:33¾.

Five miles handicap, private owners—Won by Roy Fisher (4 h.p. Harley-Davidson). Time, 7:03¾.

Ten miles for machines in 30.50 class—Won by D. S. Cline (4 h.p. Excelsior). Time, 14:40.

Fifteen miles (cut to ten miles after accident) for machines between 30.50 and 61 inches—Won by A. H. McQuestion (7 h.p. Indian). Time, 14:22⅕.

Three miles relay—Won by Cline and Chesley. Time, 5:12⅕.

Fifteen miles handicap for machines under 61 inches displacement—Won by A. H. McQuestion (scratch); second, C. S. Cline (4 h.p. Excelsior). Time, 19:44.

One mile against time, flying start—Won by A. H. McQuestion (7 h.p. Indian). Time, 1:11½ (track record).

Schriver Injured in Exhibition.

While riding an exhibition on an Indian motorcycle at the automobile meet at the fair grounds, Mason City, Ia., on the 29th ult., James Schriver crashed into the rear of an automobile at full speed and sustained probably fatal injuries. He was thrown high in the air and landed on his head. The races were held on a half mile track.

ENJOYS TRIP IN THE BERKSHIRES

Motorcyclist Tells of an "Ideal 400 Miles" Tour—Roads and Scenery that Yield Pleasure.

Tempted by the fame of the Berkshire Hills region, Cleveland Cady, a New Jersey motorcyclist, set out recently from his home for a tour in that direction. He was delighted with the result and recommends a similar trip to all the motorcycling brotherhood. His account of the jaunt is suggestive for those who are considering a tour in the same district. He says:

"Riding northwest from my home on the Palisades, in New Jersey, on my 3½ horsepower Indian, I passed through Suffern, N. Y., and on up the winding Ramapo Valley to Tuxedo, N. Y. Here I stopped for gasolene and then pressed on over perfect state roads through the rolling country to Newburgh, 27 miles north of Tuxedo. After lunching at the Palatine I took the ferry to Fishkill and the state road to Poughkeepsie, 16 miles north of Fishkill. At Poughkeepsie, turning to the right, I took the main turnpike over to Millbrook where I stopped at the Millbrook Inn over night, an ideal stopping place with excellent fare. My first day's mileage was about 90 miles.

"Next morning leaving Millbrook I started on in the direction of Sharon, Conn. Near Amenia, N. Y., I came upon the big hill famous for automobile accidents, 356 feet drop to the mile. Otherwise the roads were fair and I passed through several attractive towns such as Sharon, Lakeville, Salisbury and Sheffield, the great dairy region. Here the state road took the very steep road over the mountains to Lenox.

Passing through Lenox many fine estates are to be seen, among them the Stokes estate. Six miles beyond at Pittsfield I had lunch. After lunch I started on for Williamstown, Mass., about 20 miles distant, over a narrow and winding but nevertheless very good road. Here I spent the night at a very pleasant boarding house. Williamstown is the seat of Williams College and is a typical country college town. Broad streets lined with elm trees and surrounded by high mountains as far as the eye can reach. Mt. Greylock, the highest of these, has an elevation of 3,500 feet.

"Taking an early start the next morning I passed through Pownal, Vt., and over to Petersburgh, N. Y., where I took the state road to Troy, about 36 miles from Williamstown. At Troy the going on the east side of the river seemed the best, and I took the most direct route out of the city. About 10 miles below Troy I had my first and only puncture, which was easily repaired. Up to this time I had not had the slightest trouble of any sort. Continuing south I took the Albany Post Road through Schodack Center and on to Kinderhook, 62 miles from Williamstown. Here I stopped for lunch, a lunch not calculated to whet the appetite, but as I was tired and hungry the necessity of eating was upon me. I met a fellow traveler on a 5 horsepower twin Indian and prevailed on him to wait for me while I had lunch. This he did, most providentially for me, for when we started on for Hudson and had gone about seven or eight miles my power suddenly gave out.

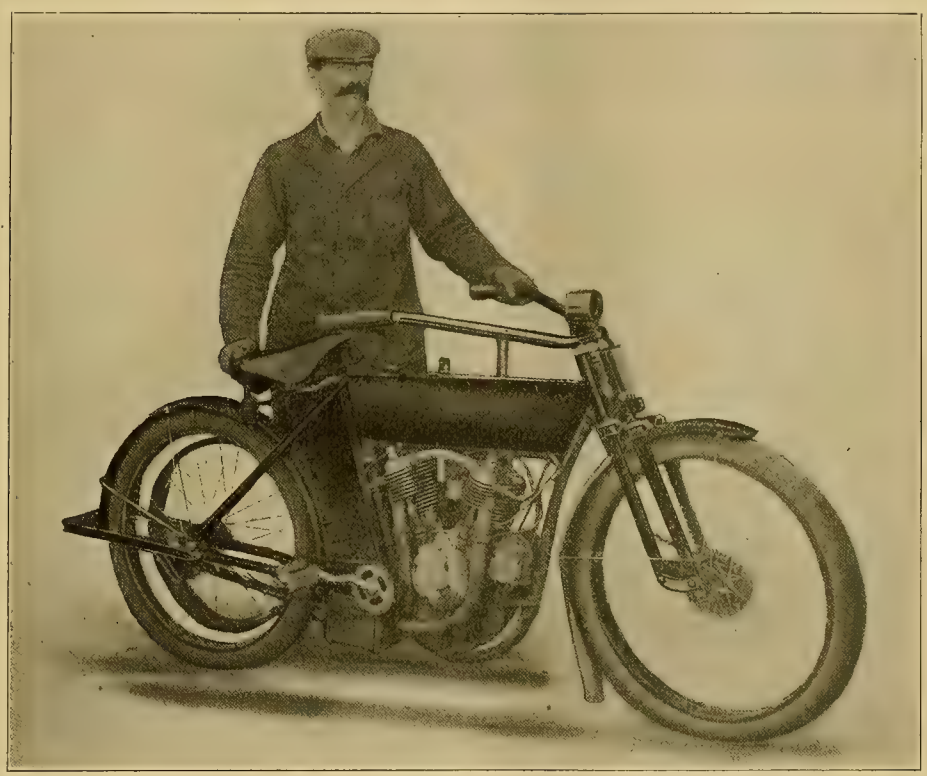
"The cause was a broken mechanical valve operating rod, but try as we might we could not adjust it. Finally I bought several feet of stout rope and we coupled the machines together. When we got in motion the traveling was good, but we came to one hill where his engine slowed down so that the magneto stopped and we were forced to walk the rest of the hill. After that it was clear sailing for six or seven miles to Hudson, and very exciting, too, for the dust from his machine was tremendous and fairly blinded me at times.

"Hudson finally was reached and I put the machine on board the night boat Kaaterskill for New York. On board the boat I fixed my engine, using the intake valve as a suction one instead of a mechanical. When New York was reached I was able to ride home under power, some 20 miles. I was perhaps unfortunate in not having a companion on the trip, and should advise any one going on a long ride to go in company; but for fine roads and beautiful scenery this trip of about 400 miles is ideal and can be taken comfortably in five days.

TOUGH TESTS FOR ITS NEW TWIN

Emblem is Giving the Machine some Hard Road Work—Gale Proving Its Service Capabilities.

In producing a two cylinder model of the Emblem motorcycle for the market, the Emblem Mfg. Co., of Angola, N. Y., is subjecting the machines to road tests that are well calculated to show their capacity and endurance, the latest being a run from Chicago to New York City, undertaken by M. E. Gale, who previously had put the new model through a series of strenuous experiences. Gale and one of the "first-born" of the new model, shown together in the accompanying illustration, participated in the F. A. M. 500 miles endurance run at Philadelphia last month.



M. E. GALE, THE CHICAGO-NEW YORK TOURIST

Within a few hours of the time it was completed at the factory the big twin found its program of hard work cut out for it and was on its way from Angola to Fredonia, N. Y., with Gale in the saddle. On arriving at Fredonia, Gale found an Old Home Week celebration in progress, with a 20 mile motorcycle road race as part of the "doings." Gale asked to be entered, but his mount looked so formidable that the request was granted only after he agreed to give the eight or nine other contestants a handicap of three minutes. Despite the fact that several of the handicap men also had twins, Gale was able to win from scratch, covering the 20 mile course over the country in 24 minutes.

BOSTON AND PROVIDENCE RACES

Collins Triumphs Over Wiley and Hehir in 30 Miles Paced Event—Kramer Outrides Goulette.

Thirty miles behind motor pace, with Elmer Collins, George Wiley and Patrick Hehir as the contenders, was the big number of the program at the Revere Beach track, Boston, Mass., on Saturday night, 27th ult. Wiley gave Collins a battle throughout, but was beaten by a lap. Hehir is still to be heard from. Thomas Smith was the king bee in both events for the Class B cash cashers, taking the mile repechage handicap from scratch and capturing the two miles open in a beautiful spurt that surprised Fred McCarthy 5 yards from the tape. The summary:

Mile repechage handicap, Class B professional—Won by Smith (scratch); second, McPartland (125); third, Will Coburn (110). Time, 2:02⅕.

Ten miles open, Class B—Won by Smith; second, McCarthy; third, Hollister; fourth, Johns. Time, 23:49⅖.

Thirty miles motor paced race—Won by Collins; second, Wiley; third, Hehir. Time, 44:48⅗.

After Frank Kramer had won the first heat, a mile sprint race, Alfred Goulette turned the tables on him in the second heat, in their "all style" match race at the Melrose track, Providence, R. I., on the 26th ult. The second heat was an unlimited pursuit, and Goulette again showed his mastery of this specialty by catching the champion at the finish of the fourth mile. The third and deciding heat was five miles behind motor pace, which Kramer won after a succession of sprint battles in which both men frequently lost their pace. George Wiley walked away from Goulette in a 15 miles motor paced match, and Fred McCarthy captured the two miles open for Class B, professionals. The mile handicap for the Class B men was too swift for McCarthy, however, as Will Coburn and William Morton, from 120 and 130 yards, respectively, set a terrific gait, which gave McCarthy and Smith, the scratch men, no chance whatever. Coburn, Morton and E. J. Hollister were the collectors. Local fans went mad over the brilliant riding of Alvin Loftes, the Providence amateur, who speeded to victory from scratch in the three-quarter mile handicap and made a sensational winning sprint in the two miles open. The summary:

Three-quarter mile handicap, amateurs—Won by Alvin Loftes, (scratch); second, Charles Lewis (25 yards). Time, 1:38⅗.

One-mile handicap, Class B, professionals—Won by Willie Coburn, (120 yards); second, William Morton (130 yards); third, E. J. Hollister (60 yards). Time, 1:56⅘.

Two miles open, amateur—Won by Alvin Loftes; second, Charles Lewis; third, Willie Turville. Time, 4:40⅕.

Two-miles open, Class B, professionals—Won by McCarthy; second, Smith; third, Thomas; fourth, Jokus. Time, 4:15⅗.

Professional match race, Frank L. Kramer vs. Alf Goulette—First heat (one-mile sprint), won by Kramer. Time, 2:46⅘. Second heat (Australian pursuit), won by Goulette. Distance, 3 miles 6¼ laps. Time 8:59. Third heat (five mile motor paced with 96 gear wheels), won by Kramer. Time, 8:33⅗.

Streiff Delayed at Cleveland.

After making a brave fight against the innumerable difficulties which accompany a cross-continent journey, William Streiff, who is making the trip on an N. S. U., lost all hope of getting under the record this week by contracting blood poisoning in his right hand which delayed him several days. Streiff arrived at Cleveland on the 31st ult., and soon after reaching the Forest City the insidious affection manifested itself and he was compelled to lie over temporarily. He reports that the further East he gets the better the roads become. During his stay in Cleveland, Streiff was treated royally by the members of the Cleveland Motorcycle Club.

Oberwegner Scores at Kenton.

Defeating a field of eight, O. J. Oberwegner, Toledo, O., astride a Yale, won the 10 miles motorcycle race which was a feature of the trotting meet at Kenton on the 26th ult. His time was 10:13. M. D. Thomas, of Lima, on an Excelsior, was second. The visitor's victory did not put the local spectators in very good humor, they insisting that Steel Young, a local boy, had won. After a lively discussion it was shown that Oberwegner had lapped Young twice, and the former was awarded the silver cup.

Buffalo Club in 300 Miles Run.

The Buffalo Motorcycle Club held an informal endurance run of 300 miles on Sunday, 28th ult., over a course through Olean, Salamanca, Jamestown, Maysville, Westfield and Erie, and back to Genesee and Main streets, Buffalo. There were thirteen starters. The roads covered were good, bad and indifferent, with plenty of hill work. Two Greyhounds, "made in Buffalo," arrived first and second, at 6:30 p. m., a full hour ahead of the next to appear.

Seeking a Stolen Excelsior.

There is $25 in the desk of Superintendent-of-Police Downey, of Detroit, Mich., waiting for the man who brings in information leading to the recovery of a 1910 Excelsior motorcycle, engine No. 4806, which was stolen from the curb on the 19th ult. The machine belongs to Louis Kahn and is finished in standard gray with red panels.

WHITTLER DOES FAST FIVE MILES

Kettle Forces Speedy Contest at Salt Lake —Ward and Graves Break Even— Senhouse a Winner.

Salt Lake City, August 30.—F. E. Whittler celebrated his reinstatement after a six weeks enforced idleness at Wandamere last night by cracking out a new world's five miles competition record of 3:41⅗. In fact Whittler was forced to shatter the old figures to win, for Kettle pursued Whittler unrelentingly all the way and was only beaten by a nose. Senhouse and W. E. Samuelson also mixed things in warm fashion all the way, and the former managed to check in third.

Ward and Graves broke even in their tabasco seances. After overhauling Thomas, who was two laps in front in the five miles handicap, Graves pulled away from Ward and beat him to the tape in a driving finish. Ward turned the tables on Graves in their next five miles meeting and registered first. Balke, one of the big four, was suspended for failing to ride.

Whittler lost his five miles match with Mitchell by a hair when his machine went wrong for a spell. With two laps to go, Whittler had a good lead and seemed a sure winner when his motor balked, and Mitchell went to the front. After fiddling with adjustments for a few seconds, Whittler got going again and almost nailed Mitchell at the tape. The chilly weather froze out W. E. Samuelson's ambition to ride a mile paced by automobile, and Bert Smalley driver of the car gave a two miles exhibition instead.

The summary:

Five miles handicap—Won by Graves; second, Ward; third, Thomas (two laps). Time, 3:50⅗.

Five miles, trade riders—Won by Ward; second Graves. Time, 4:01⅗.

Five miles invitation, professional—Won by W. E. Samuelson; second, Senhouse; third, Clayton; fourth, T. M. Samuelson. Time, 4:02⅖.

Three miles, amateur—Won by B. E. Duval; second, Karl Winter; third, Galeazzi; fourth, H. A. Lund. Time, 3:33.

Five miles open, professional—Won by Whittler; second, Kettle; third, Senhouse; fourth, W. E. Samuelson. Time, 3:41⅖ (Record).

Five miles match, Whittler vs. Mitchell—Won by Mitchell. Time, 4:01⅘.

Rain Halts the Eastern Circuit.

Rain was a literal and figurative damper for the "eastern circuit" cycle tracks during the past week. The Sunday and Wednesday night races at Newark, N. J., were called off, and the New Haven and Providence tracks also were "dark."

LAWSON WINS MATCH WITH CLARKE

Salt Lake Gives Him Big Ovation—Duer Defeats Downing Behind Pace—Racing Continues Lively.

Salt Lake City, August 26.—In a series of exciting sprints in which both men lost their pace several times, Ray Duer defeated Hardy Downing in a 10 miles motor paced match for the "western championship," before a large crowd at the Salt Palace saucer last night. Duer, who was pulled by Whittler, rode brilliantly, while Downing with Mitchell, at the throttle, was in poor form or his pace was at fault.

Both men started under forced draught, with Downing on the pole. As Duer was coming up from behind Downing he lost his pace, and soon after the latter did the same thing. This occurred several times but finally Duer hooked on for good and started to crawl up on Downing who was riding half-heartedly, and soon had him in the stretch. Duer was content to maintain this lead to the end. Time, 14:19.

Sparks were thrown off all the way in the unknown distance professional, the leading action producer of the evening. Diefenbacher broke from the herd first while it was loafing, and piled up a quarter lap lead. Then Wilcox overhauled and coupled onto the runaway Dutchman. The big gap was soon closed, however, when the gun announced the two final laps, and Macfarland pulling Clarke and Lawson, speedily nabbed the deserters. Clarke was first over the tape, followed by Macfarland and Lawson in that order, all bunched. Hopper who had the limit, 70 yards, bagged the half mile professional, Clarke, scratch, being unable to force an opening through the barrier that formed in front. Brodbeck, 60 yards, beat out Keefe, a limit man, for second. Displaying a good combination of speed and headwork, Colvin accounted for both amateur events.

The summary.

Half mile handicap, professional—Won by Hopper (60); second, Brodbeck (60); third, Keefe (70); fourth, Wilcox (50). Time, 0:54⅗.

Two miles open, amateur—Won by Colvin; second, Mayer; third, Young; fourth, Rodberg. Time, 4:07.

Three-quarters mile, amateur—Won by Colvin; second, Young; third, Rodberg; fourth, Mayer. Time, 1:36.

Unknown distance lap, professional—Won by Clarke; second, Macfarland; third, Lawson; fourth, Walker; fifth, Hopper. Distance, 2 miles 3 laps. Time, 4:45⅖.

Ten miles motor-paced match, Ray Duer vs. Hardy Downing—Won by Duer. Time, 14:19.

Salt Lake City, August 24.—Both of them having easily defeated Major Taylor at French style match racing. Iver Lawson and Jack Clarke tried conclusions with each other at the Salt Palace track last night, and every man and boy in Salt Lake City with a drop of cycle race fan blood in his veins, was present to see the match. Lawson, who of late has been doing some of the best riding of his career, put two straight heats over on the popular little Australian Rocket.

Despite the latter's wonderful speed ability, Lawson had the stuff to match, in addition to which he brought to bear some of the great wealth of his long experience. Clarke lead out in the first heat of one mile, and was a snail for four of the eight laps. In the fifth he went to the top of the bank, with Lawson ready to jump with him. Clarke then gradually unwound, until at the bell they were going like the wind, Lawson swinging out to make his pass. With an amazing jump he rounded Clarke and held him off all the way around the saucer to the tape.

Lawson took the lead in the second heat, without opposition from Clarke until a lap and a half from the finish when they both dove from the top of the bank. Clarke was able to come shoulder-to-shoulder, but nothing more, as Lawson maintained a slight lead all the way home. The ovation for Lawson was tremendous, and Clarke, too, was cheered to the echo when he shook Lawson's hand and congratulated him.

To make up for his defeat by Lawson the Australian made a grand ride from scratch in the two miles handicap, coming over the line with a slight lead over Diefenbacher, who nosed out Macfarland for second. Hardy Downing assisted Gordon Walker to a good final sprint position in the three-quarter mile open and then sleigh-rode to second himself. Mayer was the strong man in the pursuit for amateurs, simply sticking to Colvin while the latter killed off all the others. He then disposed of Colvin at his leisure, Rodberg, from 65 yards, captured the amateur mile handicap, which had a three man bruising spill. The summary:

One mile handicap, amateur—Won by Rodberg (65); second, Huey (scratch); third, Wilkins (75); fourth, Young (scratch). Time, 1:56⅖.

Three-quarter mile open, professional—Won by Walker; second, Downing; third, Hooper; fourth, Keefe. Time, 1:29⅗.

Australian pursuit, amateur—Won by Mayer; second, Young; third, Colvin; fourth, Thompson. Distance, 1 mile 4 laps 130 yards. Time, 3:55⅖.

Two miles handicap, professional—Won by Clarke (scratch); second, Diefenbacher (130); third, Macfarland (25); fourth, Carslake (95); fifth, Dorlan (85). Time, 3:42⅘.

Match, Clarke vs. Lawson, one mile heats—Won in straight heats by Lawson. Time, 3:09⅗; 3.05⅗.

THREE RECORDS GO AT SALT LAKE

Benefit Meet Develops Wonderful Performances—Taylor "Comes Back"—Money for Injured Riders.

Salt Lake City, August 29.—Three world's records and an all around interesting program resulted from the benefit meet at the Salt Palace saucer last night, the proceeds of which are to go toward a fund for disabled cycle racing men and the immediate benefit of which will be felt by Jack Hume, Emil Agraz, A. Taylor and F. Brazier, riders who now are in the hospital as the result of racing injuries. The record breaking performances were:

Ernest A. Pye, of Australia, rode three miles unpaced in 6:09⅕, breaking W. E. Samuelson's record of 6:18, made at the Salt Palace July 9th, 1909.

S. H. Wilcox, of Salt Lake City, rode a quarter mile behind motor pace in 19 seconds, breaking the record of 20 seconds made by Major Taylor at Chicago, November 9th, 1899.

Ray Duer rode two-thirds of a mile behind motor pace in 55 seconds, breaking the record of 58⅗ held by W. W. Hamilton and made March 2d, 1896, at Coronado.

Next in importance was a demonstration by Major Taylor that he has "come back" to some extent, as he rode second only to Jack Clarke in the big four-man half mile match race and was a good length ahead of Iver Lawson and Gordon Walker. The colored wonder was congratulated on his splendid ride, in which he opened everybody's eyes as to his speed. In the three-quarter mile handicap Clarke punctured, and it remained for Floyd Macfarland to show the men with long marks what it means to plough through from the back to winner's honors. Duer tagged Wilcox in their five miles pursuit race behind motor pace, but was not able to round him, as he tried to do for a finishing touch to his victory. Hopper triumphed in the mile open.

The amateurs contributed a share to the program by a quarter mile dash, in which Givlin, Meredith and Macke took the honors in that order, and by a pretty team pursuit race, in which four teams of two men each competed. Colvin of the Colvin-Gemple team won the latter, rounding Mayer after two miles and five laps. Mayer's ride, however, was remarkable, as his team mate, Schmertz, dropped out at the first half mile. Mayer plugged along alone and put two teams out single handed, but finally had to succumb after Colvin was turned loose by his partner for the final sprint. The summary:

Quarter mile sprint, amateur—Won by Givlin; second, Meredith; third, Macke. Time, 0:31⅖.

One mile open, professional—Won by Hopper; second, Carslake; third, Diefenbacher. Time, 1:50⅖.

Quarter mile motor paced against time—Wilcox in 19 seconds. (Record).

Three miles unpaced against time—E. Pye in 6:09⅕. (Record).

Team pursuit, amateur—Won by Colvin and Gemple; second, Mayer and Schmertz; third, Young and Rodberg; fourth, Hoey and Herman. Distance, 2 miles 5 laps. Time, 5:28.

Half mile open, professional—Won by Clarke; second, Taylor; third, Lawson; fourth, Walker. Time, 1:01.

Two-third mile motor paced record trial—Duer in 55 seconds. (Record).

Three-quarter mile handicap, professional—Won by Macfarland (20); second, Brodbeck (75); third, Walker (50). Time, 1:22.

Five miles motor paced pursuit—Won by Duer; second, Wilcox. Time, 7:10.

Fire Scorches Salt Lake Saucer.

Fire, which destroyed the famous Salt Palace at Salt Lake City, early last Monday morning, 29th ult., and caused damage to the surrounding buildings of the amusement resort, amounting to nearly $50,000, ate its way to the saucer track and for a time threatened to demolish it. It was checked before serious damage had been done to the track itself, however, although some 50 feet of the bleachers were burned away and about 120 feet of track injured. Francis Heath, manager of the Palace, who lived in the southwestern portion of the building, with his family, had a narrow escape as the big salt-covered structure burned furiously and was consumed within a short time, although the ruins continued to smolder for hours. Manager Harry Heagren, of the bicycle track, succeeded in saving most of his effects from his office adjoining the track. As a result of the shock and the financial loss, Frederick Heath, sole owner of the entire grounds and of most of the buildings and concessions, is said to be financially crippled and in a serious physical condition. It is thought that the track can be put in shape to be used on Labor Day, 5th inst. The Palace had been standing since 1889.

Simon Wins in Plainfield Series.

Starting from the one-minute mark, George Simon won the ten-mile bicycle handicap race in the city championship series of the Plainfield (N. J.) Cycling Club, on Sunday last, 28th ult. There were eight entries, Edward McNee, who leads in the total number of points for the summer's races, was second, also with one minute's handicap. The time prize and third place was won by Robert Gutridge, a new man from Netherwood, who covered the course in the remarkable time of 27 minutes 15 seconds. Percy Haberle took fourth place, starting from scratch and finishing only a fifth of a second behind Gutridge.

BUTLER IS THE MAN OF THE HOUR

Veteran American Pace Follower Captures French Records for that Time—Beats Darragon and Lavalade.

All French records of short and long standing for paced competition were broken by the old reliable Nat Butler in his great one-hour race for the Grand Prize of all Nations at the Parc des Princes Track, Paris, France, on August 21. Butler not only sent the records a-tumbling, but he administered a crushing defeat to the best riders France could pit against him. Darragon, the 100-kilometer champion of France, was beaten by exactly one kilometer, while the best Lavalade could do was to come in three laps to the rear. How fast the pace must have been may be gleaned, aside from the slashing of the records, from the fact that the crack Belgian rider, Hens, was lapped as early as the seventh kilometer, and was beaten by fully sixteen kilometers at the finish.

The race is called the fastest and best ever seen at the Parc des Princes track, and probably the best ever seen in Paris. At the start Darragon immediately shot ahead and kept in the lead, followed by Lavalade and at some distance behind by Butler. Darragon called for top speed from his pacing machine and lapped both Hens and Bruni, although he could not open the gap between himself and Lavalade. Butler, however, managed to decrease the latter's big lead. Then, the high speed proving disastrous to the tires of Darragon's pace, he was compelled to change machines. The few seconds lost by this maneuver were sufficient to put him back into third place, while Butler forged into the lead. As soon as he had succeeded in passing Lavalade, he called for more speed and fairly burnt up the track. The burst was too much even for Darragon, and Butler lapped him at the fifteenth kilometer. For about ten kilometers Darragon and Butler rode almost side by side, the former continuously trying unsuccessfully to shake off the veteran. But the latter would not permit Darragon to gain even as much as ten yards without calling for more speed and closing the gap.

The continued attempts of Darragon to forge ahead showed their effect at the 20th kilometer, when the old record of 16 min. 2⅘ sec. for this distance, hung up by Seres, was sent tumbling, and a new one of 15:35⅕ was set up. And from then on the French track records for all distances from 20 kilometers up were slashed. The 30 kilometers were reeled off in 23:7⅗ (old record by Seres, 24:13⅗); the 40 kilometers in 30:53 (old record by Parent, 32:31⅕); the 50 kilometers in 38:40 (old record by Parent, 40:39).

Between the fortieth and fiftieth kilometers the greatest excitement was caused by a desperate attempt on the part of Darragon to catch up with the flying Butler. Darragon had lost considerable space after the thirtieth kilometer, by changing to his first machine, and was 3¾ laps to the bad, with Lavalade in second place, 3 laps behind the American. Just as the fortieth kilometer was passed Darragon started a mighty sprint, and despite the fact that Butler was going at an average of 30 seconds to the lap, he succeeded in regaining one of his lost laps, passing both Lavalade and Butler in the stretch.

At the end of the fiftieth kilometer Butler was leading, Darragon second (2¾ laps behind) and Lavalade third (3¼ laps to the rear). Bruni, 16 laps to the bad, gave up the struggle as beyond his powers. Just as the 60th kilometer mark went up, Darragon started another long sprint and managed to catch up three-fourths of a lap on Butler. The sixtieth kilometer found them in the order: 1, Butler; 2, Darragon (2 laps behind); 3, Lavalade (4 laps); 4, Hens (22 laps).

In another valiant effort to win, Darragon managed to get ahead of Butler, but the latter's speed never diminished, making it impossible for Darragon to gain more than a few yards. The close of the hour saw Butler rounding out 76 kilometers 675 meters, or a little over 47.6 miles.

The preliminary races brought out a new and very promising long-distance pace follower in the person of Leon Didier, who easily captured the twenty kilometers event in 16:41⅕. Didier covered some of the laps in 28 seconds and beat his nearest rival by over 1,200 yards. It is said that the 28 second-lap constitutes a new record for the track.

"Americas" Announce a Century Run.

Thirty-three awards, headed by a Yale racer as first place prize, and a Columbia racer as first time prize, constitute the list of inducements which the Century Road Club of America, New York State Division, has hung up for the winners in its eleventh annual 100 miles record run on Sunday, 25th inst. The start will be made at 9 a. m. sharp, and the handicap limit will be two hours. Henry Kest, 41 Union Square, New York, is receiving entries, and in case of rain the race will be held the following Sunday. The route will be from Floral Park, L. I., to Amityville, 25 miles.

C. R. C. A. Holds Annual Fall Century.

Despite threatening weather which later brought a light rain, some 25 members of the Century Road Club Association, took part in the annual fall century run over the route from Brooklyn to Jamaica and Seaford and return to Jamaica, on Sunday last, 28th ult. J. A. Olsen was pacemaker, setting a good average over the fine macadam roads that made up the entire course.

TANDEM FOR HIS CAMPING TOUR

Transcontinental Cyclist Carries a Very Complete Equipment—Making His Way to California.

Although the country has been crossed time and again by bicyclists in search of health, excitement or records, until such exploits, in general, have ceased to excite comment, the recent start of Frank H. Wolmer, a German-born New Yorker, on a cross-continent trip deserves attention. Wolmer does not intend to break any records, nor does he expect to reap any particular financial reward.

away from it, particularly from this unhealthy climate. I am too old to start life anew in the country, so I am going out to California; and as I have no money for railroad fare, I am going to pedal it.

"I am a shoemaker by trade, a good amateur photographer, and I can play some on my concertina; so I am going to carry all my things in this box, strap my tent on top of it and—well, between the three chances of making a living, and picking up a few extra pennies I shall get on finely."

Wolmer is a good natured Teuton, full of humor and generosity. The little he has he is always willing to share with someone who has still less; on the road, whether on motorcycle or bicycle, he is always prepared to lend a helping hand to



FRANK H. WOLMER, TRANSCONTINENTAL CYCLE CAMPER

Fully 46 years of age, and fond of traveling, Wolmer utilized his inventive genius in planning for the long trip, and his preparations probably contain valuable hints to those who would like to duplicate his feat. Not only is his scheme a most practical and original one, for though by no means a "dead broke" tour it requires a very small amount of capital.

Strolling into the the establishment of the Tiger Cycle Works Co., of this city, one day he spied an old Rambler combination tandem of the vintage of 1904; this struck him as just the thing he could use, and he immediately struck a "Dutch" bargain with the salesman. Ordering a pair of G & J motorcycle tires together with wheels of the proper size, a Morrow coaster brake, and a box with hinged cover, two feet long, 18 inches high and 18 inches wide, he proceeded to dismantle the old tandem and to fix it up the way the accompanying illustration shows.

Upon being questioned as to what he intended to do with the outfit, he hesitatingly unfolded his plan. "I am tired of city life," he said, "and I want very much to get the stranded ones, from which circumstance he has become well known and well liked among the motorcyclists about New York.

Riding from Oregon to New York City.

Will and "Kid" O'Brien are making a 6,000 miles advertising bicycle trip from Portland, Ore., to New York City via Minneapolis and Chicago. Altogether their trip will cover 15 months. Two common bicycles are used for the trip, the two being fastened with bars of gas pipe so that the wheels occupy about the same space as a wagon or buggy in width. From the bars are fastened grip sacks and bundles in which are carried clothing, a small tent and blankets, as they carry their "hotel accommodations" with them.

Cyclist an Involuntary Cab Rider.

In a peculiar accident in Bristol, England, recently, the rider's bicycle ran away, down a hill, and he collided with a taxicab. Thrown into the air by the impact, he fell in a sitting posture on the mudguard of the vehicle, to which he held tightly, and thus escaped without injury.

RUDER TAKES 5,200 MILES JAUNT

Motorcyclist Passes Through Forest Fire Regions of the Northwest—Free Engine Valuable in Sand.

As well may be imagined, boulevards or even ordinary good roads are not very plentiful in such sparsely settled states as Idaho, Montana, Washington, Oregon, Wyoming, the Dakotas and British Columbia, and a 5,200 miles trip through the deep sand, which abounds in this region, on a 7 horsepower Merkel by Paul M. Ruder, of Salt Lake City, Utah, recently thoroughly converted him to an appreciation of the convenience and even necessity of a variable gear for cross country touring.

Ruder who is no featherweight, tipping the beam at 250 pounds, had a host of varied and interesting adventures, and states that had he not been able to dismount with the engine running and get fresh starts when he encountered the sand hills he would have been ensnared in the sand yet. Ruder passed through the region where the great forest fires now are raging, and says that for many days at a time the sun was hidden by the thick clouds of smoke which hung over the horizon. Several times he was forced to sleep in the open on account of running out of gasolene —which communing with Nature was not exactly to his liking, in view of the close proximity of the forest fires. Three thousand miles of his trip lay through the burning area, but he escaped injury, although he says some of the roads were such in name only.

At Lewiston, Mont., Ruder fell into the clutches of the law, while trying out his machine on a back street after making some adjustment and an amusing situation arose. The officer fixed his bonds at $50, and as Ruder had but $42 in his jeans he was compelled to remain in town over night. The following day the judge assessed him $7.50. Then he shook the dust of Lewiston from his heels as quickly as possible.

Black Snake Rides a Bicycle.

N. C. Smith, assistant postmaster of Middleboro, Mass., had a trying experience a few days ago with a big black snake while he was riding his bicycle on the country roads to Rocky Meadow. Smith felt his wheel bump over something, but he did not have time to look to see what it was before he felt a grip about his foot. The snake had coiled through the frame of the bicycle and had caught the rider by the ankle. Smith jumped from the wheel and managed to shake the snake off, but the reptile came at him again, and it was only after some vigorous clubbing that he managed to kill the snake which measured 5 feet 8 inches.

SHE LEARNS TO RUN A MOTORCYCLE

Then the Redheaded Daughter Writes to Mother About Her Experience—Reveals a Feminine Viewpoint.

While the experiences which befall the male novice who takes up the exciting sport of motorcycling are fairly well known, the mishaps of the fair sex who attempt to master the intricacies of motorcycle operation are deeply veiled in mystery.

Teaching a woman to operate a motorcycle is far different and more difficult than in the case of a male beginner, but the feminine viewpoint is rarely to be obtained. Hence the interest of one young woman's experience when taking her first lesson under the guidance of a man friend. The account is set down in the form of a letter to her absent mother.

"Muv, I simply must have a motorcycle, that's all there is to it!" she begins. "If dad won't buy me one, I'm going to make the money myself. Yesterday while you and dad were away I called up Tom and asked him to come teach me how to ride that adorable 'chugger' of his. I've seen him go by so many times like a breeze and I couldn't stand it any longer.

"Tom's one of these terribly polite creatures. Of course, he wouldn't say no. I told him he'd have to hurry, or you and dad would be blowing in and spoiling our little stunt.

"Tom thought I'd better have a few lessons in the back yard while the thing was standing still—it's just like beginning to swim; you musn't go in the water till you have learned to swim on land—so he dropped the rack under the hind wheel and raised it from the ground—you know—you've seen a motorcycle that's hitched.

"First thing Tom said was: 'Knuckles under, and your sparker's closed; knuckles up, and she's open.'

"Before I had grasped that he said: 'You must first start your engine by momentum, then set your speed, turn on the spark a little and then give 'er gas.'

"Mercy, Muv! I just knew I couldn't work my feet, my head and hands and remember all of that at once; but you know me—I wouldn't let on I was nervous. So I said, very confidently:

" 'Sure, that's easy; come on, let's go up to the avenue and let me on her.'

"I had to sit on 'er first while she was still on the rack. (I don't see why they call 'em 'she' unless it's because 'they' are so uncertain), to see if I could touch the pedals—Tom's three times as long as I am—but with the old-fashioned bicycle see-sawing movement I managed to keep my feet on the pedals. He was awfully decent about showing me how to run the thing. but I could just tell he wanted to laugh all the time. Oh! if he'd dared to laugh!

"Well, the first time I got on, of course, a buggy had to come along and make me get off and move the machine out of the middle of the road. Those horrid men in the buggy turned and gazed at me as far as they could see me and just laughed; but Tom told me not to care, that I looked perfectly all right. That was a consolation, even if I knew he was fibbing—Tom's so consoling.

"Finally, after I had said 'knuckles under' a few times, Tom said, 'Now we'll start you going.'

"He took hold of the back of the seat, just as dad did when I was learning to ride that old bicycle of mine, but he had a



heavy proposition, for you know how heavy and lumbery a motorcycle is. Poor old Tom! He tried to get me started by running along beside me, and I pumped so hard with my feet, but the engine didn't go.

"Suddenly I put 'knuckles up,' and chug! the spark and the gas began to sputter at once, and that old engine was going like a thrasher—right under me, too, Muv,—and so I put 'knuckles under' right quick, and Tom fairly yelled at me:

" 'Don't kill your engine!'

"That kind of made me mad, Muv, and so I said:

" 'Well, I don't want that old engine to kill me. I don't think you really care about me, Tom, or you wouldn't have been so thoughtful of the engine.'

" 'Course I had done just as he told me not to—I didn't mean to, but how does a woman know what 'killing an engine' means?

"The second time things went off beautifully, and I managed the thing alone—so Tom said. I went along for at least a block alone, and when I looked around to see where Tom was I saw him coming running down the road yelling: 'Close your spark.' Instead of closing the crazy thing I opened it wide, and I went like the wind—by this time I was getting a motorcycle thrill and wanted to go as fast as I could.

"After I had gone about a mile I managed to stop—lucky I did, too, for the road turned and at the end of it there was a lake. If I hadn't stopped 'Maud' I sure would have been spinning around in the lake yet, for I couldn't turn a corner; I knew I couldn't, and people would have thought I was a new kind of fish.

"By some kind of luck I stopped and alighted as if I were used to it, but how to get started again, I didn't know. I knew Tom wouldn't run a whole mile just for me, so I looked around for another man to start me.

"There, on a front porch, enjoying my misfortune, sat a fine looking lad, so I asked him if he would start me. With one jump he got to me, helped me on, and started me off all too soon. Secretly, Muv, I was wishing I'd have a hard time getting back to Tom—but I didn't.

"Tom was stretched out under a tree cooling off. Just as I got about a block away from him I did something wrong, and in less time than it takes to tell it that strap had slipped off the wheel that makes the engine go, and with an awful jerk your redheaded daughter was tossed through the handlebars and deposited in a ditch—almost senseless, but I still had enough left to know I wasn't going to get on again alone.

"That foolish machine tumbled over and kept on sputtering—I didn't see what it had to sputter about. Anyway, I just sprawled out and tried to collect my wits, and wait for Tom to pick me up. I pretended I had fainted, just to see what he'd do, and say! 'Muv,' he seemed so concerned about me that it just did me good, so I put on a terrible faint. It was all I could do to keep from giving it away, but I didn't.

"We got 'Maud' up and Tom fixed the strap and he tried her again, while I rested. When Tom got back again he said that we'd better go home, and that I was to sit on the machine behind him and hold on to him by putting my arms around him—Imagine! Well, I couldn't do anything else, could I? We were over a mile away from home and I didn't want Tom to walk and let me ride; he wouldn't let me walk.

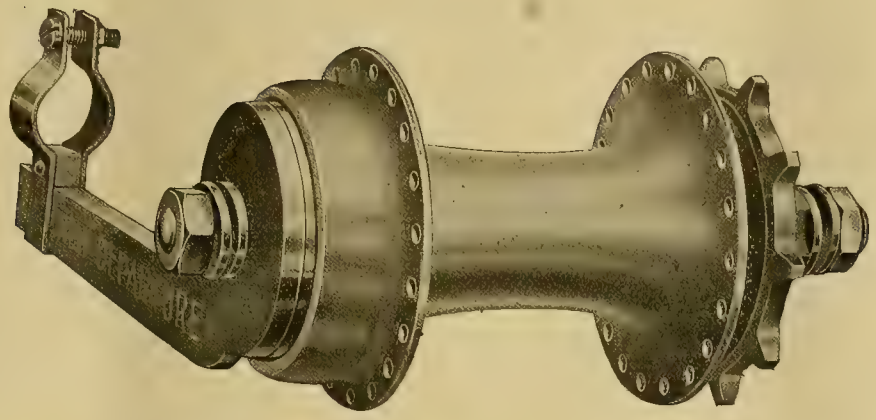
"Say, Muv, I certainly am crazy about a motorcycle, but Tom says if dad won't buy me one, he'll have another seat put on his, so I can go with him."

Motorcyclist in a Collision.

Anthony Oelbader, aged 22, of 328 Hicks street, Philadelphia, was rendered unconscious a few days ago by a motorcycle collision at Camden while on his way to Atlantic City that landed him in the Cooper hospital. He will recover. He was out with a party of five, and was run into by an automobile.

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RECENT PATENTS.

956,676. Separator for Anti-Friction Bearings. Fred E. Bright, Philadelphia, P. Filed June 9, 1908. Serial No. 437,546.

1. A separator for anti-friction bearings comprising a spherically formed separating element and a lateral retaining element connected thereto, the said retaining element being distinct and independent from the retaining element of any other separator.

958,607. Motorcycle Attachment. Arthur W. Edwards, Chatham, Mass. Filed Aug. 3, 1909. Serial No. 510,982.

1. The combination with a motorcycle, of a supporting stand pivotally connected to the machine frame, an operating hand lever fulcrumed on the machine frame and arranged within reach of the driver while in the saddle, and a connecting rod pivotally connected to said lever and to the stand, said rod being provided at its forward end with a brake shoe adapted to rest in contact with the steering wheel of the machine.

958,618. Bicycle. Robert M. Franklin, Galveston, Tex. Filed April 6, 1907. Serial No. 366,814.

1. A device of the character described, comprising a frame, wheels mounted in said frame, a steering apparatus on said frame, a sprocket secured to the front wheel, pedals for moving said sprocket, means for conveying power to said pedals, and a plurality of means for operating said power conveying means for determining the angle at which said pedals operate.

958,632. Change Speed Gear. Hubert C. Griffin, Bristol, England, assignor of one-third to Charles Stancomb Ware, Bristol, England. Filed Nov. 26, 1909. Serial No. 530,068.

1. Change speed gear comprising a driving shaft, an expanding belt pulley upon said driving shaft, means for adjusting the effective diameter of the pulley, a change speed wheel upon the driving shaft and means for alternating coupling the pulley boss or the second change speed wheel to the driving shaft, a countershaft, and a double change speed wheel on the countershaft said double change speed wheel being adapted to be driven by the change speed wheels aforesaid, substantially as described.

958,796. Coaster Brake. Theodore Falkos, Aurora, Ill. Filed Nov. 15, 1909. Serial No. 528,180.

1. In a device of the class described, the combination with the frame and hub of a wheel of a bicycle, of a rotatable sleeve in said hub; a sprocket wheel rigidly connected with said sleeve; opposite screw threads on said sleeve, oppositely disposed friction members threaded on said sleeve and connected to rotate together; friction surfaces in said hub adapted to contact with said friction members when they approach each other; a friction surface on said hub adapted to contact with one of said members when they recede from each other; a stationary clutch member carried by said frame; and a clutch member on one of said friction members adapted to engage said stationary clutch member when said friction members are forced together, substantially as described.

958,797. Two-Speed Gearing. Frank P. Fentress, Tacoma, Wash. Filed Feb. 20, 1909. Serial No. 479,206.

1. A device of the character described comprising a crank shaft, a fast and a loose gear thereon, a drive gear having a threaded engagement with the loose gear, a clutch member slidably mounted on said shaft, and gear wheels carried by said clutch member and engaged with said fast and loose gears carried by the crank shaft.

959,160. Gripper Attachment for Pedals. Sheboygan, Wis. Filed Jan. 17, 1910. Serial No. 538,413.

1. In a bicycle pedal having a scroll stirrup strap; the combination of a gripping attachment comprising a continuous backing plate having an unbroken flat tread portion, right angle flanged portions extending from the backing plate and adapted to overlap the stirrup strap, slotted ears extending from the flanges, the slots being arranged to coincide with apertures of the scrolled stirrup strap, and a securing bolt for the gripping attachment, the securing bolt being arranged to pass through the slotted apertures of the ears and scroll apertures of the stirrup strap aforesaid.

959,591. Saddle. Charles A. Persons, Worcester, Mass. Filed May 25, 1908. Serial No. 434,911.

1. In a device of the class described, a seat, a supporting frame, means for resiliently connecting the peak of the seat with the supporting frame, a cantle under the rear portion of said seat, downwardly extending resilient members attached to under side of the cantle, downwardly extending resilient members attached to the rear supporting frame, means for rigidly connecting the lower ends of the frame supported members with the lower ends of the corresponding cantle supported members, and means for bracing these connecting means.

960,467. Mounting of Saddles upon Bicycles. William James Welch, Hornsey, London, England. Filed June 28, 1909. Serial No. 504,856.

A saddle post retainer for bicycles comprising in combination, a one piece socket split on one side with the split portions normally spaced apart, a saddle post fitting relatively loosely in said socket, means for holding the split portions adjacent one another and in spaced relation, a band clip embracing said post and adapted for engagement with said socket, said clip being provided with a tongue or extension fitting between said split portions, and means for tightening said clip on said post to prevent downward and rotative movement of the post with respect to the socket.

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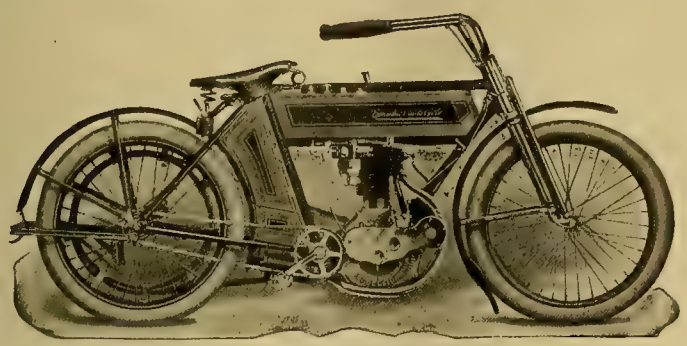
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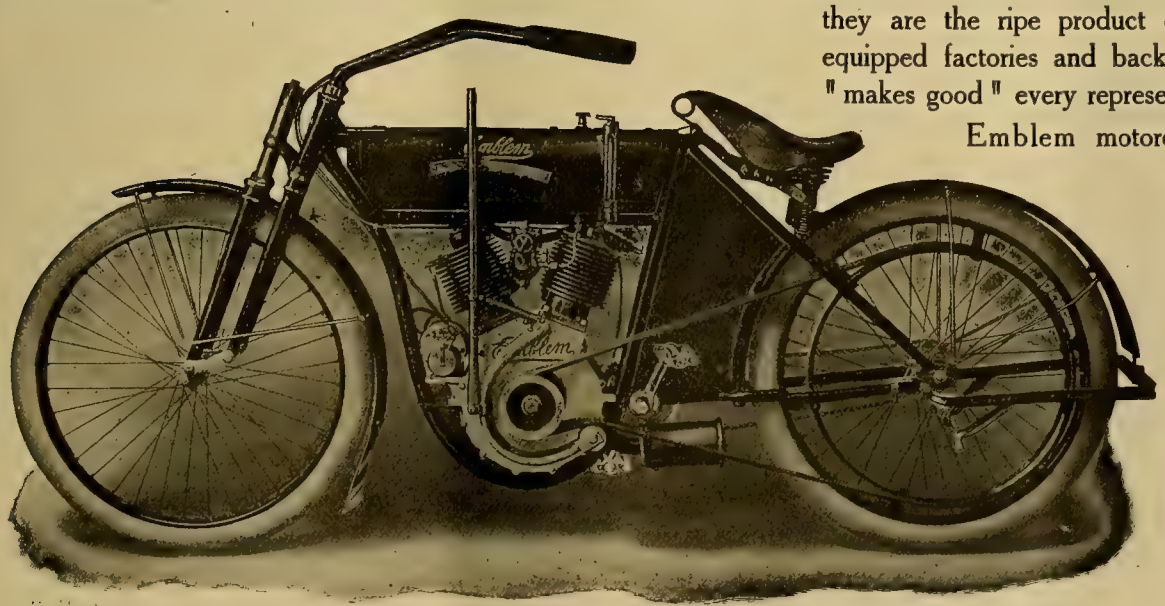
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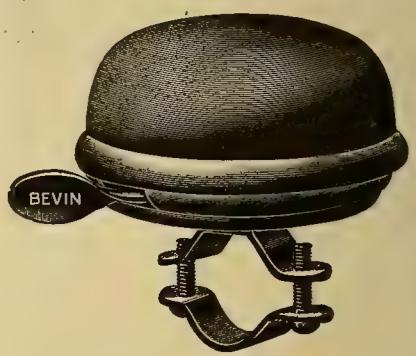
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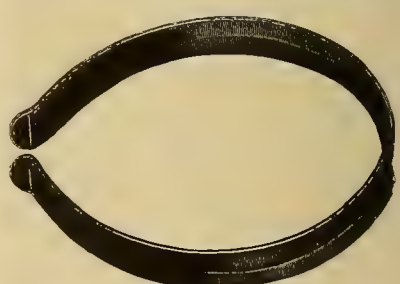
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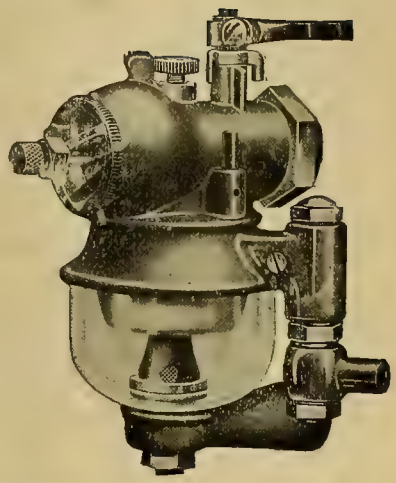
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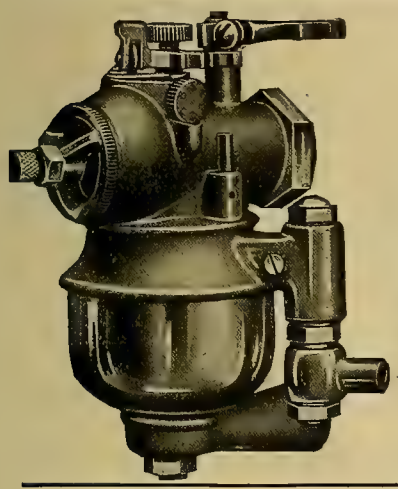
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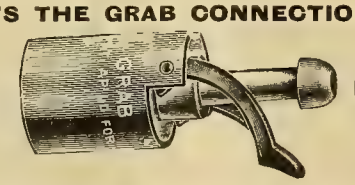
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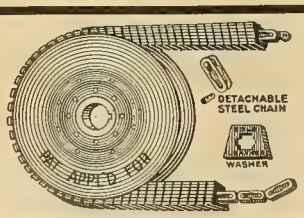
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Thor Coaster Brakes

have always been a factor in securing perfect scores in all Endurance Contests.

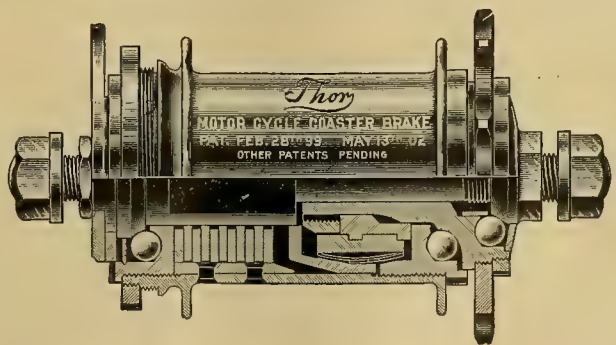
You will never appreciate the real merit of THOR Coaster Brakes until you have used one.

A THOR Brake was never known to fail under the most strenuous service imaginable.

They are designed correct. Cannot lock and break your frame. Practically never wear out and will outwear any motorcycle on the market.

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Thor Brake



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No other motorcycle coil has the Pan Cake method of winding. It is our patent and exclusively used by us.

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From the standpoints of neat appearance, economy and endurance these coils are unequalled.

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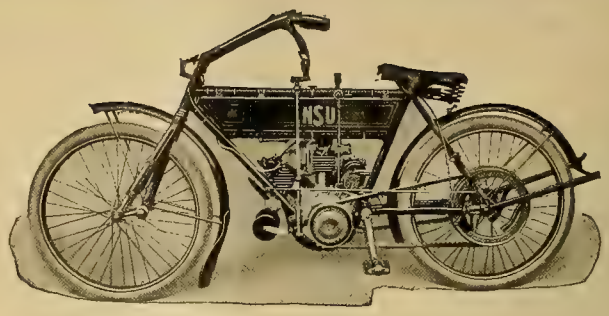
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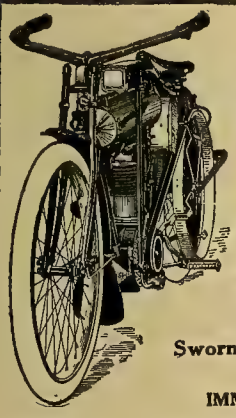
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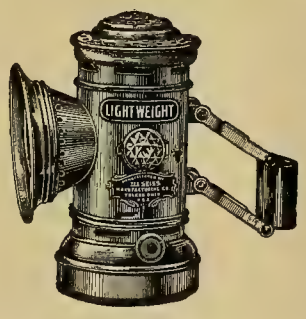
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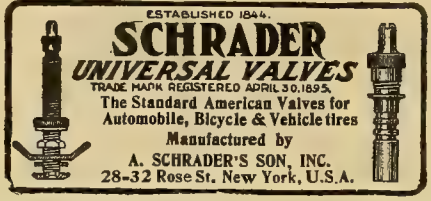
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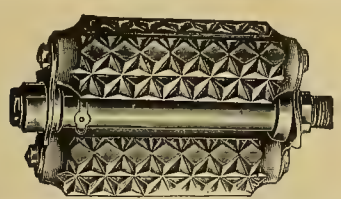
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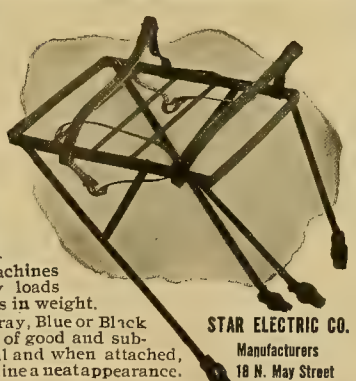
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DOW WIRE AND IRON WORKS, Louisville, Ky.

Maintained Prices— Maintained Quality

The IVER JOHNSON SAFETY AUTOMATIC REVOLVER (new model) is being sold at the prices it was meant to be sold for when its factory cost was figured.

Since the price has not been cut, the quality has not been cut. The same grade steel is used, the same thoroughness in the making is observed. The assembling and testing are done with the same scrupulous care.

It is inevitable that a factory making cut price goods will trim corners on quality—they've got to, or quit. No one can make goods at a loss very long.

Do you want to sell to your customers revolvers that have been cheapened?

IVER JOHNSON'S ARMS & CYCLE WORKS
Factory and General Sales Offices: 360 River Street, FITCHBURG, MASS.
Pacific Coast Representatives:
Phil. B. BeKeart Co., San Francisco, Cal.

WE ARE NOW READY TO QUOTE PRICES AND DELIVER SAMPLES OF THE

1910 Hudson, Lenawee, Atlanta and New England Bicycles

Write us.
J. W. GRADY & CO., Worcester, Mass.



SPROCKETS
We Make a Specialty of High-Grade Sprockets for the Cycle Trade
HYDRAULIC-PRESSED STEEL CO.
CLEVELAND, OHIO



BICYCLE GOODS
Motorcycle Supplies
We want every dealer to have our Catalogue and Bargain Books. Please write us on your letter head for No. 45.
NEW YORK SPORTING GOODS CO.
15 and 17 Warren Street, New York

Special Stampings FROM SHEET METAL

THE CROSBY CO., Buffalo, N. Y.



American Motorcycles

Our Agency proposition is the best yet. We give a discount that will make you money. Write us.
AMERICAN MOTORCYCLE CO.
Wells & Seigel Sts., Chicago



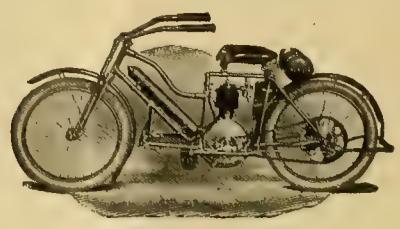
We make special
DROP FORGINGS
for motorcycles. Let us quote you from your specifications,
THE BILLINGS & SPENCER CO.
Harttord, Conn.

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

THE TUCKER WOODWORK CO.
SIDNEY, OHIO

Bicycle Wood Rims

NEW ERA
Two Speed, Free Motor, Hand Cranked Motor, Comfortable Form Seat



Send for catalogue and agent's terms

THE NEW ERA AUTO-CYCLE CO.
No. 2 Dale Avenue DAYTON, OHIO

RELIANCE Motorcycles
Get catalogue and prices.

Reliance Motorcycle Co.
Owego, Tioga Co., N. Y.

Diamond BICYCLE TIRES LEAD
"Users Know"

Special Bicycle Tire Booklet on Request

THE DIAMOND RUBBER CO., Akron, Ohio



Generator

REAL Motorcycle Headlights
Made for Motorcycle use, not bicycle. A motorcycle needs a motorcycle lamp, one that can produce lots of light. We have produced that lamp and it's a wonder. It's just what you've been longing for. Fitted with a mirror lens like an automobile lamp.

LAMP.

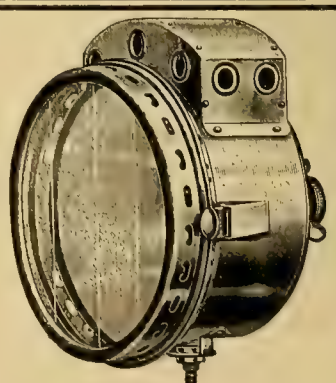
Two Sizes { No. 106—4⅘ inches high; weighs 9 ounces. Price, $3.00 each.
{ No. 111—6 inches high; weighs 12 ounces. Price, 4.00 each.

GENERATORS.

Three Sizes.. { No. 55B—5½ inches high. Price each, $3.25
{ No. 54B—6½ inches high. Price each, 4.00
{ No. 53B—9 inches high. Price each, 5.00

We have an interesting proposition to dealers. Address Dept. B.

THE MOTOR CAR EQUIPMENT CO., 55B Warren St., NEW YORK



Searchlight

WHEN experienced tradesmen get together and "talk tires"

and grow confidential, it is rare that admission and agreement does not follow that

Kokomo Tires

FOR BICYCLES

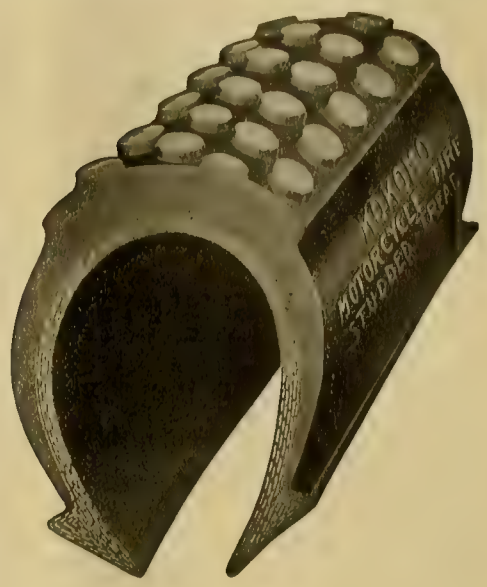
FOR MOTORCYCLES

always have been the best values ever offered.

They always have been safe quality and it never has been tinkered with. The Kokomo formula was right from the beginning.

Kokomo Rubber Company

KOKOMO, INDIANA









NEW TYPE OF

Diamond

Motorcycle Tires

FURNISHED NOW IN

STUDDED TREAD

in addition to the corrugated tread.

The rubber knobs are an integral part of the tire.

So arranged as to absolutely prevent skidding and side-slipping.

A necessity on wet and slippery pavements—and in crowded city traffic.

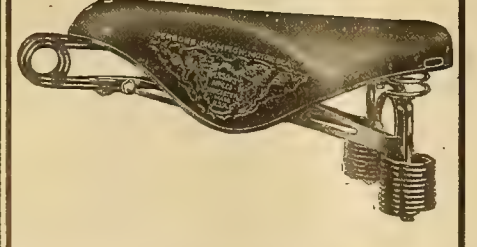
Increased traction makes it very desirable for all purposes.

THE DIAMOND RUBBER CO., Akron, Ohio









PERSONS SADDLES

Often Imitated

Never Equalled

Penny-pinching never has played a part in their production. Not how cheap but how good always has been the dominating principle that has guided their design and manufacture.

Persons Mfg. Co.

WORCESTER, MASS.







POPE BICYCLES

1911 Announcement

THE "SEASON OF 1911" in the bicycle trade opens with the announcement of 1911 Pope Bicycles. It was so thirty years ago—it is even more so today. The leading position of Pope Bicycles is the logical result of making the finest and most up-to-date bicycles, of anticipating the requirements of the trade instead of falling in behind, and of the service rendered dealers when others failed them.

1911 Models Now Ready—Perfected to the Highest Degree

The 1911 Pope Bicycles are now ready. Every spot susceptible to betterment has been improved until there is not a machine but what is perfected to the highest degree. It can truly be said that "Pope Bicycles *make* good because they are *made* good."

1911 Catalogues in Preparation	Pope Traveling Men are Out and On the Way

Business Prospects Fine—A Good Bicycle Year Assured

Orders Should Be Placed Early

The latest and most definite news regarding crops is of a favorable nature and the mercantile agencies report trade looking up generally. The prospects point to good business conditions in 1911 making doubly sure a bumper bicycle year.

Many dealers were too conservative in 1910 and our advice to such is that they profit by their experience of last year and get in orders early.

Pope Service

The service rendered our dealers in 1910 stands out conspicuously. All these dealers will testify to the splendid care taken of their orders throughout the year and especially when such service was doubly valuable—during the most strenuous period of the rush season. This service was made possible only by the magnificent facilities and fine organization of our Westfield plant. It is at the command of all Pope dealers at all times.

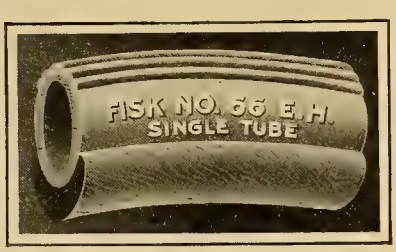
THE POPE MANUFACTURING CO.

HARTFORD, CONNECTICUT.

FISK *Quality* BICYCLE TIRES

BICYCLE RIDERS everywhere understand perfectly the meaning of the word Quality as applied to Fisk Tires. It means service to them and to you—a maximum of mileage with minimum repairs.

FISK NO. 66 EXTRA HEAVY EXPORT TIRE, illustrated herewith, is an unusually high grade road tire, combining exceptional durability and strength with a high degree of resiliency. It



is made with an extra heavy corrugated tread. There is no better tire manufactured for general road use, and we recommend it wherever hard usage is to be anticipated.

Write for illustrated booklet and prices of Fisk Bicycle Tires.

THE FISK RUBBER COMPANY

Department E — *Branches in Seventeen Cities* — Chicopee Falls, Mass.

Pedals

Toe Clips

TRADE DIAMOND E SPOKES AND NIPPLES MARK

Spokes

The Hall Mark of all good bicycles. It's stamped on every spoke.

THE STANDARD CO.
Torrington, Conn.

"The Severest Endurance Run Ever Held"

The Indianapolis-West Baden run held September 4th and 5th, 1910, has thus been described by all who participated in this event. Out of 54 riders who started only 2 completed the course. Both rode

G & J TIRES

and their opinion of them is best expressed in their own words:

Mr. S. Nicholson riding a Thor IV on which he made a perfect score in the F. A. M. Philadelphia run says:

In the Endurance Run from Indianapolis to West Baden on September 4th and 5th, I rode your tires, and want to express to you my perfect satisfaction with the service which these tires gave me, as they were without doubt a very important factor in the score I made, and gave me as much if not more satisfaction than any other tires which I have previously ridden.

The run was undoubtedly the severest one in which I have ever participated, and when I say that I never even applied a pump to my tires on the whole of the run, I am saying all that need be said for any tire.

You are at liberty to use this letter as you think fit.

Mr. P. B. Whitney, manager of the Indian branch in Chicago, who rode a 5 H. P. Indian says:

I have never had but one opinion as to which tires were the best, and when I say that the G & J tires rank ahead of anything I have ever seen or used, I am speaking just as I feel. The recent Endurance Contest from Indianapolis to West Baden and return only tends to strengthen my opinion of your product and makes me, if possible, a stronger booster of your tires than I was before. I had absolutely no trouble.

The manufacturers of both these makes of motorcycles have contracted for G & J Tires as equipment for their 1911 machines.

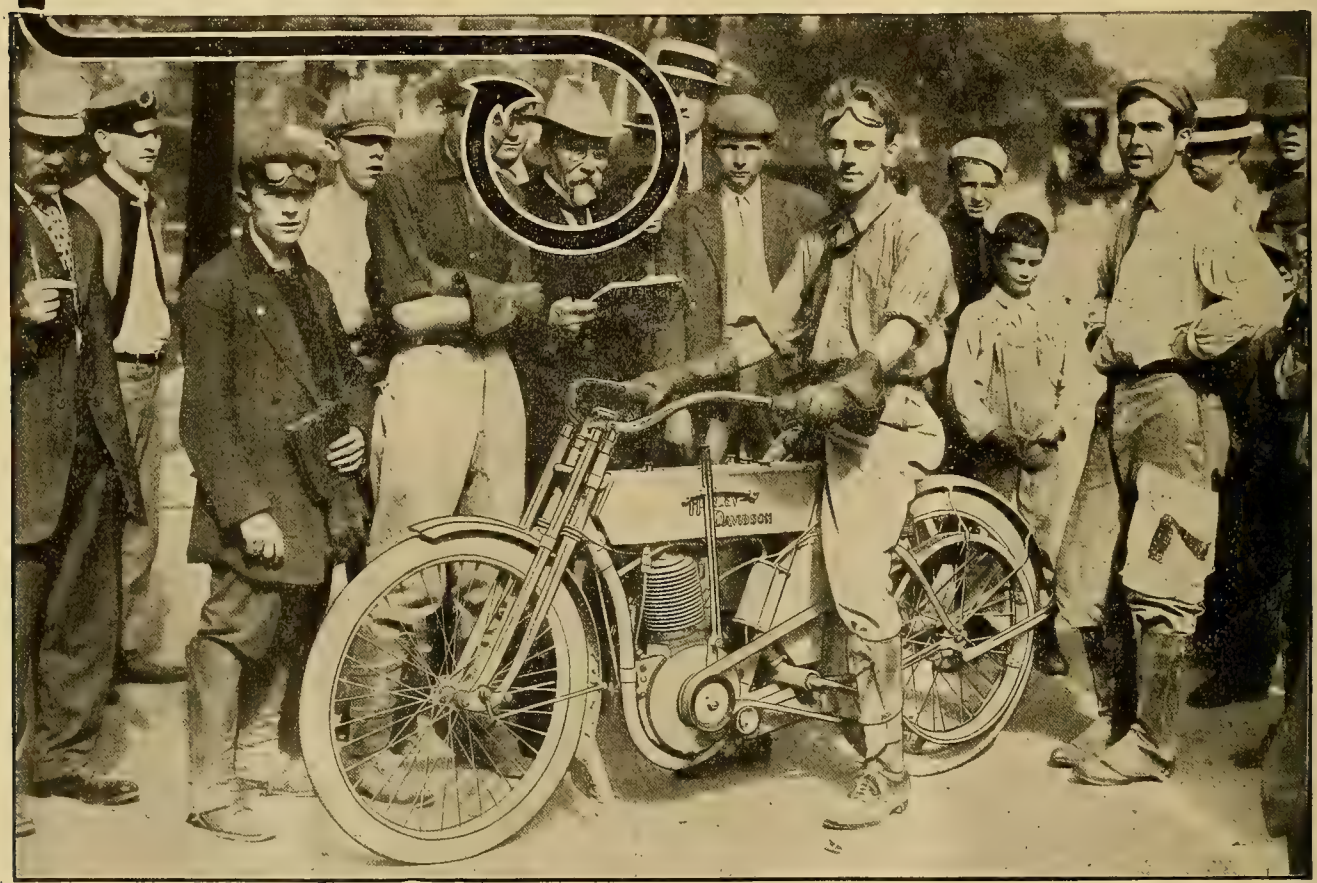
G & J TIRE CO.

Indianapolis, Ind.

THIS IS PURCHASING AGENT HENRY CAMPBELL

OF THE MILWAUKEE BOARD OF PUBLIC WORKS, CHECKING IN THE WINNING HARLEY-DAVIDSON, RIDDEN BY LACY CROLIUS, IN THE RECENT TESTS CONDUCTED BY THE MILWAUKEE BOARD OF PUBLIC WORKS.

To Determine by Actual Tests the Most Satisfactory Motorcycle for the Police Department.



The present Milwaukee administration is of the "SHOW ME" kind, and when more motorcycles were needed for the Police in catching violators of the speed ordinance, the Board of Public Works said "SHOW US," and straightway organized a road race and a track race to test the efficiency of the various makes of machines for themselves.

The road race was over a difficult 79 mile course and was won by a regular stock, single cylinder HARLEY-DAVIDSON, ridden by Lacy Crolius, in 1 hour 49 minutes, actual running time, defeating all the other entries, including double cylinder machines of two prominent makes, "HANDS DOWN."

This phenomenal performance of a single cylinder stock machine maintaining an average speed of 43.7 miles per hour, is even more remarkable when it is considered that this contest was held OVER WISCONSIN ROADS.

The track race was also won by the HARLEY-DAVIDSON, which finished the 25 miles almost a mile ahead of the nearest competitor.

These official tests, conducted as they were, will prove to be an object lesson to many other City Governments in the near future, who are looking for the very best motorcycle that money can buy.

HARLEY-DAVIDSON MOTOR CO.

3610-3922 Chestnut Street **MILWAUKEE, WIS.**

You Can't Tell by Looking at a Bicycle What that Bicycle Represents

¶Bicycles are not sold these days by the color of enamel, the glitter of nickelled parts or the individual preference of the buyer. Not for a single minute. It's a case of not only what the bicycle is but what it represents, commercially speaking, that occupies the mind of the progressive buyer of today. Given a machine that meets his requirements, mechanically, the buyer's work is but commenced. His part is to analyze, carefully weigh and decide just what line of bicycles and which maker offers the most attractive proposition commercially. In other words, what offers the best net results. The decision has been so often made in our favor by the most discriminating buyers that there must be sound reasons for it. There are. Not one but many. And they loom larger and better the more closely they are scrutinized. Every man selling bicycles and motorcycles owes it to himself to be thoroughly acquainted with them.

¶We cheerfully supply the information. Why not get it now?

Emblem Manufacturing Co.

Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.

OVER 600 DEALERS MAKING BIG MONEY



Note the Construction

More than 600 dealers—one to a town in all parts of the country—have *proved* to themselves that they can make *more money* handling Goodyear bicycle tires than ordinary tires.

All these dealers are already doing a big business in the new Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire.

You, too, can do this. You can please *your* customers just as they do by selling a tire that will *save* your customers money—the Pathfinder Non-Skid Extra Heavy—and your satisfied trade will give you more business—send you more business.

Study these noteworthy superiorities of this tire.

Two Extra Layers of Fabric—Special Corrugation

It has all the matchless construction of our regular Pathfinder tire with two extra layers of the closest woven Egyptian fabric possible, and a special corrugation that makes skidding impossible even on rain-wet asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made.

All the fabric used in the Pathfinder Non-Skid Extra Heavy is of the famous Goodyear special closely woven Egyptian kind. A strip one-inch wide has a tensile strength of 150 pounds, while that of common muslin used in ordinary tires is only 40 to 60 pounds.

No "Junk" Rubber in This Tire

Not one ounce of "reclaimed" rubber resurrected from the junk pile—old, worn-out tires, overshoes, etc.,—are used in the Pathfinder Non-Skid Extra Heavy. Nor do we use "Borneo" or "Guayule," such as many ordinary tires are made of.

Every ounce of rubber in a Goodyear Pathfinder Non-Skid Extra Heavy Bicylcle Tire is the finest grade of new Para. The most expensive rubber on the market today. Cheaper grades would cost less—but the tire would not give you service.

Send for a sample section and just examine the cover—you never saw a tougher one. Yet the tire yields and springs in your hands. The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the utmost in wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping. Unlike ordinary tires, it is so constructed that *lasting repairs* can be made easily by either plugs or vulcanization. If we are not represented in your town, grasp your opportunity to make more money—by getting in line with these more than 600 dealers ***who know*** how. Don't delay, but get after this business *now*.

The Goodyear Tire & Rubber Co.

Moal Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 E. Seventh St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.

RACYCLES THEIR OWN SALESMEN

In these days when one dealer is bucking a dozen other dealers, and all are after the business, the following may seem strange, but, nevertheless, it is true.

H. R. Moore, the local bicycle man, agent for the Racycle, recently received a demonstrator of the new Racycle motorcycle. Mr. Moore, however, was not contemplating entering the motor end of the business and so did not make any endeavor to boost the motorbike.

Much to his surprise, a few days later two of his customers on seeing the model immediately ordered duplicates, both of which Mr. Moore has just delivered.

Seeing that the Racycle "Motorbike" sells so easily, Mr. Moore will probably enter the motorcycle as well as the bicycle business.—From the San Diego (Cal.) Sun, August 13th, 1910.

Mr. Dealer

DO WE HAVE TO SAY ANY MORE?

THE MIAMI CYCLE AND MANUFACTURING COMPANY

Middletown, Ohio

F. M. JONES
Pacific Coast Distributor
Sacramento, Cal.
Los Angeles, Cal.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED · 1877 ·

Vol. LXI. New York, U. S. A., Saturday, September 10, 1910. No. 25

SELLS COASTER BRAKES TOO LOW

New Britain Visitor Demoralizes Prices in Hartford—New Departure Takes Action and Has Him Jailed.

Owing to the perfect patent license arrangement under which the coaster brake manufacturers operate, it is rare indeed that price cutting occurs in relation to any of the standard makes of brake, but the New Departure Mfg. Co., of Bristol, Conn., received something of a shock in two letters from bicycle dealers in Hartford, Conn., asking how it was that $5 New Departure coaster brakes were being offered for $1.50 in Hartford. The company was quite surprised, as the dealers evidently had been, and it promptly dispatched a representative to Hartford to investigate.

Andrew Mortenson, who conducts a cycle establishment on North Main street in Hartford, and the United Cycle Co., both of whom had written to the New Departure Co., were consulted and they told of purchasing a number of brakes at $1.50 each from a man who had visited their places of business. Investigation revealed that the man had sold most of the brakes at $1.50 but in some cases had charged $2.50 each.

Both dealers were asked to detain the man if he should appear again, as the New Departure representative felt certain that there was something crooked. The mystery was partially solved within ten minutes after the New Departure representative and a detective had visited his place, when Mortenson walked into the Hartford police station with the man in tow. He turned his captive over to the officers. The man gave his name as Thomas Apel and said that he obtained the brakes from his brother-in-law, who conducts a pawn shop in New Britain, Conn. Inasmuch as there recently has been a wholesale disappearance of coaster brakes from the New Departure factory in Bristol, the man was turned over to the chief of the Bristol police department, who went to Hartford for him.

To Manufacture Chains in Detroit.

The Culver Chain Co., of Detroit, has been incorporated under the laws of Michigan with $50,000 capital, and while it immediately will apply itself to the production of chains for motor trucks it ultimately intends to make chains for both bicycles and motorcycles. The president of the company is William P. Culver and the vice-president and treasurer is A. V. Taylor, both of whom were connected with the Diamond Chain & Manufacturing Company of Indianapolis. N. P. Jones is secretary. The company has leased a three-story building at 140 Madison avenue and will commence its manufacturing operations at once.

Shaler to Have Gasolene Vulcanizers, Too.

The C. A. Shaler Co., of Waupun, Wis., has purchased the patent rights and business of the Stitch-in-Time Vulcanizing Co., Topeka, Kan., which latter manufactured a gasolene heated vulcanizer of the portable type. As the Shaler company has made itself famous with its portable electrical vulcanizers, its new possession will permit it to meet any demand which may exist.

May Manufacture Motorcycles.

Giving the manufacture of motorcycles as one of the objects of its business, the Pennsylvania Motor Car Co. of New York City, has been incorporated under New York laws with $50,000 capital. The incorporators are D. Hamilton, A. A. Russell and L. H. Denny.

CYCLE JOBBERS LIST ANNOUNCED

Many Names Removed from the Roster, Following Atlantic City Conference—Real Jobbers 131 in Number.

Having completed the revision of its list, and answering the oft-asked question, Who is a Jobber?, the National Association of Bicycle Jobbers has decided that there are just 131 concerns dealing with bicycles and bicycle supplies that are entitled to the designation jobber. In the revision some thirty names were weeded out, the new list as made public this week being as follows:

California.

Los Angeles—Appeal Mfg. & Jobbing Co., John T. Bill & Co., Wm. H. Hoegee Co., F. M. Jones, Tufts-Lyon Arms Co.

Oakland—Bean & Son Co., F. M. Jones.

Sacramento—Baker & Hamilton, F. M. Jones, Kimball, Upson Co.

San Francisco—Baker & Hamilton, Bean & Son Co., E. F. Merry.

San Jose—Bean Sons & Co., F. M. Jones.

Colorado.

Denver—Foss, M. L.

Connecticut.

New Haven—Henry Horton.

District of Columbia.

Washington—Haverford Cycle Co., C. S. Kessler & Bros.

Florida.

Jacksonville—McGraw Bros. & Vogt.

Georgia.

Atlanta—W. D. Alexander & Co., Elyea-Austell Co., Walthour & Hood.

Macon—S. S. Parmelee Co.

Illinois.

Chicago—Butler Bros., Beckley-Ralston Co., Excelsior Supply Co., Hibbard, Spen-

cer, Bartlett & Co., McVoy-Wessling Hardware Co.

Indiana.

Evansville—Boetticher, Kellogg & Co.
Indianapolis—Hearsey-Willis Co., Van Camp Hdw. & Iron Co.

Iowa.

Sioux City—Knapp & Spencer Co.

Kansas.

Atchison—Blish Mize & Silliman Hdw. Co.

Kentucky.

Louisville—Sutcliffe Co., Prince Wells Co., National Supply Co.

Maine.

Portland—James Bailey Co.

Maryland.

Baltimore—Coggins & Owens; Keidel & Co., Henry.

Massachusetts.

Boston—Bigelow & Downse Co., Boston Cycle & Sundry Co., Hub Cycle Co., Iver Johnson Sporting Goods Co., Wm. Read & Sons, Bi-Motor Equipment Co.
Fitchburg—Iver Johnson Sporting Goods Co.
Worcester—Iver Johnson Sporting Goods Co., J. W. Grady & Co.

Michigan.

Detroit—J. H. Wimmer Supply Co.
Grand Rapids—W. B. Jarvis & Co., Ltd.
Port Huron—Beard-Campbell Co.
Saginaw—Morley Bros.

Minnesota.

Duluth—Kelly-How-Thompson Co., Marshall-Wells Hdw. Co.
Minneapolis—Butler Bros., Janney, Semple, Hill & Co., E. A. Williams.
St. Paul—Farwell, Ozmun, Kirk Co., Hackett, Walther, Gates Hdw. Co., C. J. Smith & Co.

Missouri.

Kansas City—Richards & Conover Hdw. Co., Schmelzer Arms Co.
St. Joseph—Wyeth Hdw. & Mfg. Co.
St. Louis—Butler Bros., R. J. Leacock Supply Co., Norvell-Shapleigh Hdw. Co., Simmons Hdw. Co.

Nebraska.

Lincoln—Henkle & Joyce Hdw. Co.
Omaha—Lee, Glass Andreesen Hdw. Co., Nebraska Cycle Co., Paxton & Gallagher Co., Wright & Wilhelmy Co.

New Hampshire.

Manchester—John B. Varick Co.

New York.

Albany—Albany Hdw. & Iron Co.
Buffalo—Jos. Strauss & Sons., Vim Cycle & Hdw. Co.
Elmira—Elmire Arms Co.
New York City—F. A. Baker & Co, Broadway Bicycle & Auto Supply Co., Butler Bros., John S. Leng's Son & Co., New York Sporting Goods Co., Progressive Cycle & Auto Co., Wilson Trading Co.
Rochester—Sidney B. Roby & Co., Rochester Rubber Co.
Schenectady—J. A. Rickard & Co.,
Syracuse—W. D. Andrews, Central City Rubber Co., H. R. Olmstead & Sons, Spalding & Co., Syracuse Rubber Co., Syracuse Saddlery Co.
Utica—Utica Cycle Co.

Ohio

Cleveland—Collister & Sayle; Davis, Hunt, Collister Co., Lockwood-Luetkemeyer-Henry Co., Geo. Worthington Co.
Columbus—Tracy-Wells Co.
Dayton—G. W. Shroyer & Co.,
Newark—Ball-Fintze Co.
Toledo—Union Supply Co.

Oregon.

Portland—Ballou & Wright, F. P. Keenan Co., Pacific Coast Rubber Co.

Pennsylvania.

Philadelphia—Geo. H. Greiss, Haverford Cycle Co., Manufacturers' Supplies Co., Geo. W. Nock Co., Inc., Geo. W. Robb, Supplee Hardware Co., Edw. K. Tryon Co.
Pittsburg—Bindley Hardware & Mfg. Co., Logan-Gregg Hardware Co., Sportsman's Supply Co.
Reading—Keyser Fry.
York—W. P. Swartz.

Rhode Island.

Providence—A. E. Goodby.

Tennessee.

Memphis—Jerome P. Parker Co.

Utah.

Ogden—Browning Bros. Co.
Salt Lake City—Salt Lake Hardware Co.

Virginia.

Norfolk—W. H. Grover.

Washington.

Tacoma—Pacific Coast Rubber Co.
Seattle—Piper & Taft, Inc.
Spokane—Spokane Cycle & Supply Co., W. H. Alexander & Co.

Wisconsin.

Green Bay—Morley-Murphy Hdw. Co.
Milwaukee—Wm. Frankfurth Hdw. Co., Philip Gross Hdw. Co., Pritztaff Hdw. Co.

Good Export Increase in July.

For some reason or other, probably because of their decline, the monthly exportations of bicycles will no longer be published in itemized form by the Department of Commerce and Labor. The totals only will be made public. These totals for the month of July show that during that period bicycles and parts thereof to the value of $69,000 were shipped abroad as compared with $43,431 during the corresponding month of the precedinb year. This total is larger than that of any other month of the present year, excepting June. The total of exports for the seven months ending with July was $432,042, as against $466,329 during the corresponding period of 1909.

"Scrubs" and Clarifies the Exhaust.

To prevent the smoke nuisance, against which a number of cities have passed ordinances, a French inventor has produced a sort of "scrubber" for the exhaust gases that is designed to clarify all vapors and leave them perfectly colorless. The device is in the form of a muffler having a number of separate chambers formed by rectangular iron boxes, each of which is packed with a mixture of charcoal and mineral wool, or amianthus. The filter thus constructed, offers little resistance to the passage of the exhaust, and will last for about six months without renewal of the packing.

How Japan is Tinkering With Its Tariff.

Japan is engaged in overhauling its tariff with a strong tendency toward revision upward. At present the duty on bicycles and parts thereof, tires excepted, is 40 per cent. ad valorem, but the tariff now under discussion proposes new rates as follows: Motorcycles, $46.61 each; other cycles, $8 each. Bicycle parts, per 133 pounds: Tires $56.77; rims, spokes, nipples and mud guards, $9.01; handle bars, saddles, pedals, chains, and roller brakes, $15.63; coaster brakes, gear cases, free wheels, and valves, $48.36.

Humber Produces a 90 Pounds Motorcycle.

Humber, Ltd., one of the oldest producers of bicycles in the world whose name long has been one to conjure with, not only in Great Britain but elsewhere, has added a lightweight model to its line of motorcycles. It mounts a 2 horsepower mechanical valve motor, and despite the employment of a gear driven Bosch magneto, two brakes and a large fuel tank of 6½ pints capacity, it weighs approximately but 90 pounds. Singer, Enfield and most of the other older British manufacturers also now are producing lightweight machines.

Nally Takes up Pennsylvania Tires.

D. P. Nally, one of the best known and best liked tire men in the metropolitan district, has joined the staff of the Pennsylvania Rubber Company. He has a ripe fund of experience to draw from, having been identified successively with the Continental Rubber Works, Lockport Rubber Company and, latterly, the Federal Rubber Company.

Teaspoons to Fill Ball Bearings.

Common teaspoons are useful for dropping small balls into a bearing. The fingers are apt to let them fall past the bearing onto the ground. Also, when balls are poured into a bearing they ought to be all of the same size and all new, otherwise the bearings will get scored by the inequalities.

TELLS OF JAPAN'S CYCLE TRADE

Yokohama Vice-Consul-General Explains Changes in Character of Imports—Assemblers Growing in Strength.

Although at one time Japan was among the heaviest foreign buyers of American made bicycles, and was regarded as about the best customer on the list, its purchases the last few years have dwindled amazingly. This has been accounted for partly by the English-Japanese compact which operated to the commercial advantage of England and latterly by the fact that as the Japanese are highly imitative they have been able to copy the imported machines with some success and by the fact that a stirring spirit of patriotism has affected commercial conditions, following the war with Russia, so that there is a strong preference for Japanese made goods as against imported articles. In fact, Japanese officials and others who are more or less responsible or affected by public sentiment, dare not buy imported bicycles and the like if it be possible to obtain satisfactory equivalents that are made within the country itself.

That these conditions have brought about a great change in the character of the importations, whereby the figures decline for complete machines but are mounting up rapidly for parts, is disclosed in a table supplied by Vice-Consul-General E. G. Babbitt, of Yokohama, showing that while in 1907 the importation of complete bicycles amounted to $645,003 and declined to $333,832 in 1909, the importation of parts has risen from $476,438 in 1907 to $800,234 in 1909.

"Bicycles are in general use throughout the Empire," says Babbitt in reviewing the conditions of the business in that country, "especially in the larger cities, and the cheaper grades are on the increase, the better makes not having much sale at present. The imports of bicycles have been decreasing during the past two years, while the imports of bicycle parts have been increasing, indicating that the Japanese manufacture of the machines is increasing, although the home manufacture has never come near supplying the home demand, nor overcoming the belief that the imported wheels are the best.

"At one time the United States had practically all the bicycle trade of Japan, and even as late as 1905, 52 per cent. of it, but since then the proportion has been growing less. Great Britain now having 86 per cent. against about 10 per cent. American. The gain in the English trade has been due partly to the fact that their wheels are heavier than the American, and, while not as easy riding, are stronger and better suited to stand the roads and rough usage to which wheels are subjected in this country.

"American wheels were considered the standard at one time and are still commonly seen. Quantities of cheap English wheels and parts are now being imported and sold at prices which bring them within the means of the people in the country districts.

"Retail prices run from $18 to $88, and in some instances higher. A good wheel can be bought for $43. The cheap wheels, made up from parts imported and parts made in Japan, can be had at from $18 to $25 each, complete, while the cheaper imported wheels sell for $33 to $38."

Haverford Staff in Annual Conference.

Following the custom established last last year, Max Sladkin, whose other name is Haverford Cycle Co., held an annual conference of his branch managers and traveling salesmen at Atlantic, City, N. J., on Sunday and Monday last. The Philadelphia headquarters staff as well as the managers of the Haverford branches in Buffalo, Washington and Atlantic City, were in attendance. Pleasure was mixed with business, the annual banquet being served at the Shelburne Hotel. Sladkin made all of his lieutenants feel good by reporting that his total business for the year had increased all of 100 per cent.



MAX SLADKIN AND HIS HAVERFORD LIEUTENANTS GATHERED AT ATLANTIC CITY

Forced to Modify Dunlop Statue Plans.

There will be no statue of J. B. Dunlop erected in Edinburgh, after all. The city council declined to approve the project for a bronze statue of the tire inventor himself and the projectors have been obliged to alter their plans and provide instead for an artistic design in stone and bronze. The city authorities stipulated also that the monument shall not cost less than $15,000, which is three times as much as the sum originally fixed by the sponsors of the movement. It is believed, however, that it will be raised without much difficulty.

BAD CHINESE ROADS LIMIT SALES

Bicycle Business in Shanghai and Elsewhere Restricted—Machines Extensively Used for Commercial Purposes.

In Shanghai and elsewhere in China the cycle business has plenty of city representation in agents and machines, but is prevented from extensive expansion because of the poor outlying roads, according to Vice-Consul-General W. Roderick Dorsey. He says:

"Bicycles are used extensively in this settlement where there are good roads, but in the country no roads exist, so that the use of the vehicle is confined to those who can make use of them on the foreign-built roads. Their use is also restricted greatly by the inability of the great mass of natives who frequent the settlements, to purchase wheels of even the cheapest make. There are so many makes and types of machines that the market is glutted, and the demand seems stationary. Bicycles are used for recreation, but chiefly for business.

"The Imperial Chinese Postoffice, and the American, British, and other postal agencies use them for deliveries in the outlying parts of the settlement. The cable and telegraph companies all employ them to facilitate the transmission of messages.

"There is no popular American wheel here, the British makes being cheaper and having the reputation of lasting longer. The prices usually paid by the consumer range from about $20 to $85 gold.

"Since bicycles are entered at the customs under the head of carriages, bicycles, etc., and materials, it is impossible to give the amount or value thereof imported into China. The total imports under the general head given amounted to $242,500 gold in 1908."

When Answering the Call for Coaster Brakes—

whether for bicycle or motorcycle—the wide-awake dealer realizes that the

Corbins

Double the Chances of Making Sales

He is able to offer his cycling caller either the Corbin standard coaster brake or the Corbin two-speed.

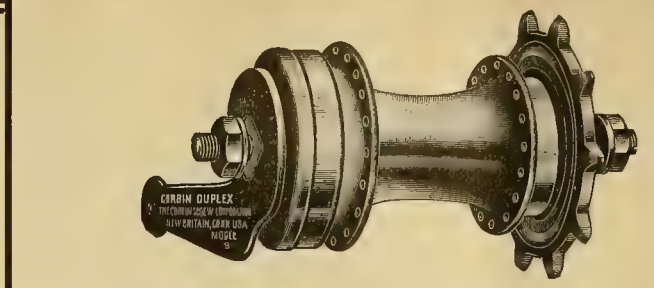
If his caller is a motor-cyclist he can present either the Corbin standard brake or the Corbin back-pedalling bandbrake.

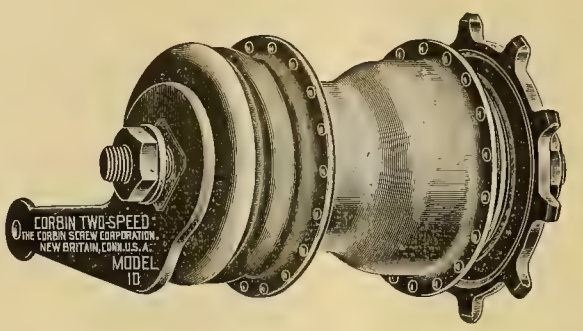
Affording so many strings to his bow is it any wonder that the Corbin line is so popular with dealers and such a business-builder and money-bringer?

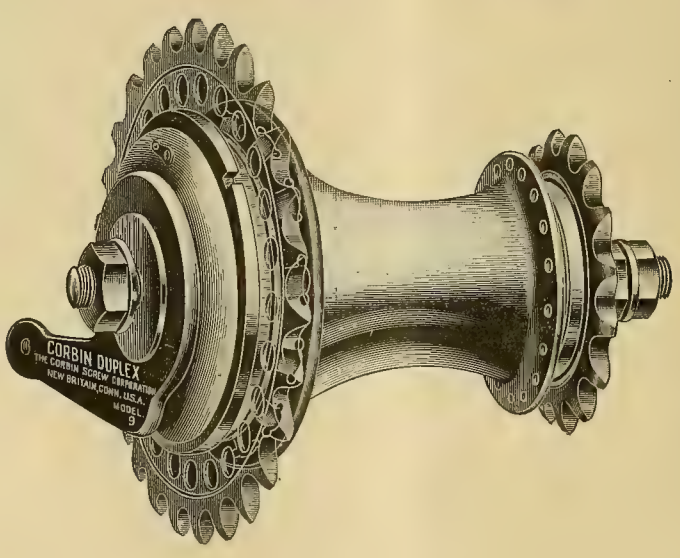
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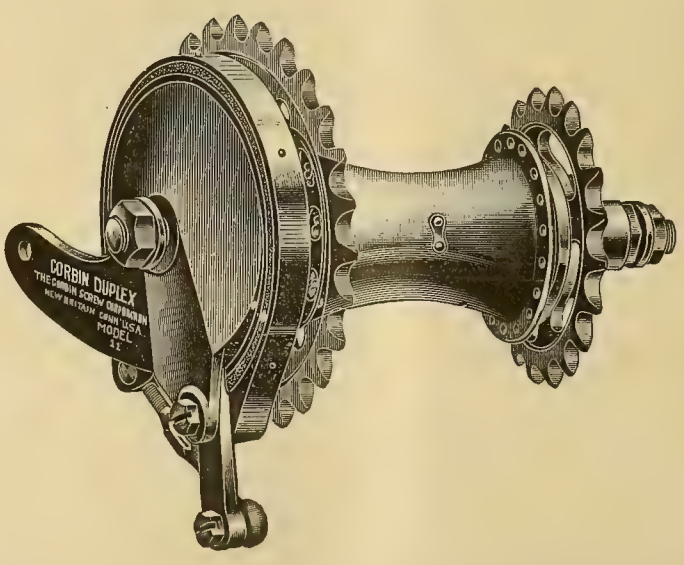
New Britain, Connecticut

Licensed Coaster Brake Manufacturers.









CORBINS

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NEW YORK, SEPTEMBER 10, 1910.

"Enclosed find check to cover my subscription to the Bicycling World and Motorcycle Review. I find it too valuable a paper to let my subscription expire."—Frank A. Minkler, Great Barrington, Mass.

The Value of Automobile Road Books.

While it may appear that the ever-increasing number of road maps and road books published for the guidance of automobilists are as useful for cyclists of whatever sort, the rider who without further inquiry undertakes to follow such routes is not likely long to remain undeceived.

Few, if any, of the automobile road books make more than general reference to the character of road surface—when they make any reference at all—and even such general reference while it may lure on the automobilist and prove disappointing to him, the road itself is not likely to prove either impassable or impossible. In the case of the cyclist or motorcyclist, however, knowledge of road conditions is absolutely necessary to permit of enjoyment and even of actual progress. The road which is feasible for four-wheeled vehicles frequently is impossible for two-wheelers, despite the fact that a narrow beaten strip at the roadside outside the ruts occasionally affords better going for the little one-track vehicle than the whole road holds for the big two-tracker. For the automobilist, however, sand holds few terrors. With great big tires and the stability afforded by four wheels he is able to roll over it without undue concern. When, therefore, the word "sand" appears in his road guide it does not convey to him what it conveys to the cyclist; in fact, sand exists where the road book does not even consider it worthy of mention, and yet it is sand so deep that it would dissuade any man on two wheels from attempting the route.

The so-called and much-boomed Ideal Tour, which embraces an 800 miles circle from New York to the White mountains in New Hampshire, supplies a splendid instance of the conditions that must be faced by the cyclist who places too much reliance on automobile road guides.

The very designation of the tour —which was conceived and is exploited by shrewd hotel keepers on the route—is alluring, and there is nothing in the road books appertaining to it that does not make it appear inviting to any and all classes of tourists. As a matter of fact, however, the cyclist or motorcyclist who attempts the journey will suffer many hours of strenuous labor if not actual torture. While there are many miles of magnificent road there also are not a few miles of deep, shifting sand through which no man on two wheels can steer; there are ruts so deep that pedals must touch their sides and often in roads so narrow that even were they negotiable they could not be "jumped" in the event of meeting another vehicle; there are both long and short precipitous grades; there are many sharp turns and hills so numerously intersected by water-breaks or "thank ye ma'ams" that even the descent is dangerous while in the case of a motorcycle the ascent could not well fail to stall the motor, and once dismounted restarting is practically impossible. On such a route the rider of a pedicycle would have the advantage, for he could at least shoulder his mount and carry it where riding is impossible.

It is of too much of this sort of thing that automobile road books are made, and the moral to which it points is that if cyclists or motorcyclists desire "ideal tours" or merely enjoyable ones they must lay out their own routes and compile their own road books—books that will give specific information concerning road surfaces and road conditions between neighboring points and not merely a general term covering a wide expanse of territory. The belief that automobile road books will serve the purposes of riders of two wheeled machines is an unpleasantly misleading one. They chiefly are useful for indicating the geography of localities and for giving general directions, but they do not point the way to pleasureable outings.

The Costs of Self-Justification.

The chairman of the F. A. M. competition committee deserves congratulations. Even if he does shift to a new point of the compass every time he tries to explain his attempt to require that certain forms of bicycle racing shall obtain his or rather F. A. M. sanction, he has saved a part of his face anyway. He has "sewed up" good and fast two men who actually committed the never-before-heard-of offense of pacing a bicycle race sanctioned by an F. A. M. ally. Before he would reinstate them the wise and far-seeing chairman required the unlucky wights to "sign away their lives"—to enter into a solemn promise "never again to ride a motorcycle in any capacity on any track unless same exhibition or race is sanctioned by the F. A. M." While the men apparently are free to do as they please on the road, as "any capacity" or "any track" is neither an "exhibition" nor a "race," the language of the solemn promise is somewhat ambiguous, but there is no doubt that it is a "victory" great enough for any vainglorious official anxious to justify his position at whatever cost. The cost of the present chairman's comic opera administration will be borne by those who come after him, as some of his ardent upholders ultimately will discover. His successors will be the men who must pull the organization out of the holes he has dug for it.

It is regrettable that the Department of Commerce and Labor has seen fit to discontinue the monthly compilation and publication of the itemized statistics relating to bicycle exports which have proved both useful and informing. Despite the decline of such exports, the statistics would seem to be quite as important as those relating to flaxseed, for instance, of which the carefully itemized table shows that $66 worth was shipped abroad during July last and $6,609 during the seven months ending with July.

HELGESON TURNS TOWARD NEW YORK

Reaches Minneapolis and Decides to Complete Cross-Continent Tour—Opinion of Bitter Root Mountains.

A. H. Helgeson who with H. D. Johnson started on June 6th from Los Angeles on a cross-continent motorcycle tour, which ended abruptly when Johnson fell seriously ill in Oregon, continued the journey to Minneapolis, and since his arrival there has decided to push on and complete the trip to New York.

The route which the pair laid out was unusual and took them through Northern California, Oregon, Washington, Idaho and Montana, and, while it abounded in magnificent scenery, it probably was the hardest and most trying journey ever undertaken by motorcyclists. It is a tribute to both Helgeson and his machine that they were able to survive the terrifically strenuous traveling. The story of their trails and tribulations up to the time Johnson fell sick in Oregon was interestingly related each week in the Bicycling World.

At Minneapolis, Helgeson, who is riding a 4 horsepower Minneapolis, fitted with two-speed gear and Hartford tires, had completed 5,900 miles. Without the two-speed and free engine, Helgeson agrees with all that Johnson previously had said, i. e., that such a trip is absolutely impossible without that useful device. He affirms that despite all the vile roads and viler grades previously encountered, none of them compares with the Bitter Root mountains which lie between the Idaho and Montana boundaries, and which he crossed after remaining with his stricken companion until assured of the latter's recovery.

Michigan Tourists Headed for Home.

C. N. Leach and A. H. Thoene, the two Detroit cyclists who last month pedaled from that city to Providence, R. I., carrying a message to the mayor of the latter city and, incidentally, visiting Thoene's relatives there, have turned their faces toward their home town. After spending two weeks in Providence they rode to New York, which city they expect to leave on Monday next. They made the 1,200 miles journey to Providence in nine days, and expect to do as well on the return trip, although fast time is no particular object.



MICHIGAN TOURISTS HOMEWARD BOUND—C. N. LEACH AND A. H. THOENE

Thoene rides a Racycle, geared to 94 inches, and Leach an old 84 gear Quaker. Strange to say, both young men are making their long tour while attired in long trousers strapped to their ankles.

Motor Tandems Arouse Washington Police.

Numerous complaints have been made to the police of Washington, D. C., over the "joy riding" of youth and maid in that city on motor bicycles built for one. Major Sylvester, superintendent of patrolmen, calls the practice shocking. "It wouldn't be so bad," he says, "if the riders did not assume such unseemly positions while motoring through the streets. Several years ago an ordinance prohibited cyclists from carrying children on their machines because of danger to the little ones. Similar action is expected immediately to prevent doubling up on single motorcycles because of the danger involved to pedestrians and riders alike. A few days ago, while two persons were riding on a motorcycle Miss Alice Woodson, of 1343 Potomac street, southeast, was severely burned by the bursting of a gasolene tank. The explosion is supposed to have been caused indirectly by the weight of two persons on the machine. On Sundays couples on motorcycles convert H street northeast, between Second and 15th streets, into a race course."

COMING EVENTS

September 10, Minneapolis, Minn.—Motorcycle races at state fair.

September 10, Cleveland, O.—Cleveland Motorcycle Club's bicycle and motorcycle meet at North Randall track.

September 10, Pittsburg, Pa.—Pittsburg Motorcycle Club's race meet at Schenley Park oval.

September 10, Plainfield, N. J.—New Jersey Motorcycle Club's race meet at Plainfield Driving Park.

September 10-11, Reading, Pa.—Reading Motorcycle Club's 400 miles endurance run to Wilkes-Barre and return.

September 10-11, Omaha, Neb.—Motorcycle races on Omaha Speedway.

September 11, Valley Stream, N. Y.—Century Road Club Association's annual 100 miles record run; open.

September 11, New York City—New York Motorcycle Club's third quarterly trials, Poughkeepsie and return, 150 miles.

September 17, Toledo, O.—Toledo Motorcycle Club's races at fair grounds.

September 17, Syracuse, N. Y.—Motorcycle races at state fair.

September 24, Milwaukee, Wis.—Milwaukee Motorcycle Club's races at state fair.

October 8, West Orange, N. J.—Motorcycle races at Olympic Park.

Flooded Engine Balks a Thief.

Because he did not understand the adjustment of the oiling device, an unknown would-be motorcyclist failed to get as far with the Harley-Davidson machine belonging to M. C. Slade, of Providence, R. I., as he probably would have liked. Slade left his machine standing in Exchange place on the 25th ult., about half past four in the afternoon. When he returned fifteen minutes later, it was gone, and a bystander reported having seen a young man insert a switch plug and hurriedly ride away. Later in the evening, the police found the machine abandoned on South Water street and flooded with oil.

Marshalltown Motorcyclists Organize.

Starting off with 14 names on the roll, the Marshalltown (Iowa) Motorcycle Club was organized last week, and elected officers as follows: A. E. Stehn, president; Carl Cole, secretary, and Ernest Kinsey, treasurer.

OVERWHELMED BY MUD AND RAIN

Indiana Endurance Contest Encounters Frightful Conditions—But 2 of 53 Starters Survive Soul-Trying Struggle.

When the 1910 F. A. M. endurance contest became history it seemed highly probable that the unprecedented conditions under which it was held and the unexpected great "mortality" which attended it would constitute a record for some time to come. At this early date, however, those unenviable laurels have been wrested from it by the two days' endurance run of the Indiana Motorcycle Club of Indianapolis, which was held on the 4th and 5th inst.

Of the 53 men who started from Indianapolis on Sunday morning, but two, P. B. Whitney of Chicago, on a G & J tired twin Indian, with Bosch magneto, and S. W. Nicholson of the same city, riding a single Thor, with Pfanstiehl battery ignition and G & J tires, returned there on Monday—neither with a perfect score. Whitney scored 897 points out of a possible 1,000, and Nicholson's mark was 872. Singularly enough both men participated in the last F. A. M. run, in which Nicholson—riding the identical machine—was one of the three to gain perfect scores, while Whitney was among the hordes who "died" in the sticky clay near Hope, Pa., on the first day. Although styled an endurance run, the Indiana affair soon developed into an elimination contest.

Great as was the slaughter on the memorable first day's run of the national contest it was made to look like thirty cents in counterfeit money by the number of victims which "died" on the first day's run from Indianapolis to West Baden over the rain soaked and hilly clay roads of Indiana, for of the 53 brave men who rode forth from the Hoosier capital on Sunday morning to struggle for honor and glory but three reached the night control, two of them with perfect scores. The other 50 fell singly, in pairs and in squads before the relentless assault of the elements.

Equally as bad if not worse roads were encountered on the second day, and after heroic struggles against superhuman odds the two precious perfect scores were badly marred. Before the day was over one more of the survivors fell in the mud to rise and ride no more, that day at least, and although the other two fell about as fast as they could remount they struggled unceasingly and reached Indianapolis, penalized, but nevertheless in at the finish, which in itself was much to be proud of.

No more unfavorable conditions for starting could have prevailed for a period of two hours before starting time on Sunday morning, the rain falling in torrents. After a brief letup the rain commenced again and when 7:00 o'clock arrived it was raining hard. At that hour the first two men were despatched and the others followed in pairs at minute intervals, all but two of the 55 entrants starting. The last man left at 7:26.

Hardly were the riders out of the city when their troubles commenced, for the country roads were veritable quagmires. Machines skidded and slid frightfully despite the best efforts of the riders, and they went down almost as fast as they could remount. Truly it was a second "Hope" stretch. Floundering through mud and water, the riders struggled along as best they could. It was impossible to ride up many of the hills on account of the slippery roads, and pushing the machine up was a Herculean task to the strain of which many quickly succumbed.

Between Mt. Vernon and Seymour, the noon control on Sunday, the "deaths" were heaviest, 32 men falling in this sea of mud. Beyond here conditions were even worse, and many who reached Seymour went down and out on the slippery hills between Seymour and West Baden, the night control.

Because of the treacherous road conditions, in order to maintain the 18 miles an hour schedule it was necessary for the men to ride at a rate of 40 and 50 miles an hour on the good stretches, and often when they suddenly ran off these oases onto clay they performed amazing gyrations and brought up in the ditch either tangled up in their machines or widely separated from them. Most of the falls resulted in nothing more serious than bruised knees and elbows, but one man sustained fractured ribs and another a dislocated shoulder.

William Grepp was the central figure in an amusing mishap near Bedford. Grepp took a sharp turn too fast and when he applied his brake it refused to respond, probably on account of being saturated with mud and water. Unable to check his machine Grepp ran off the road and upon a porch, banged into a screen door and rebounded, finally bringing up with his front wheel hanging over the edge of the porch and his engine racing madly. The rumpus brought a badly frightened female to the door who looked askance at Gepp, and as soon as he could pick himself up he remounted his machine and made off in a hurry without vouchsafing any explanations for his involuntary attempt at house breaking.

The club had agreed to defray all of the riders' expenses at West Baden on Monday night, and got off very much lighter than it expected, for only three, Whitney, Nicholson and Stewart, reached there to partake of its hospitality. Whitney was the first in at 4:30, and Nicholson came half an hour later, both on time. Soon after Stewart of Indianapolis on a Merkel came straggling in, 25 minutes late, but there nevertheless. His performance was particularly good in view of the fact that it was the first contest in which he had participated. His total penalties for the day were 40 points. The day's run was 159.8 miles.

With hearts set on carrying their precious perfect scores unblemished for another day, Whitney and Nicholson and Stewart, who although not perfect still was game, left West Baden on Monday morning for the homeward run of 188.8 miles over a different route, which was in worse condition than that of the first day. After struggling desperately to save them, Whitney and Nicholson lost their perfect scores between Bloomington and Greencastle, the noon control. Conditions became so bad that it simply was impossible to maintain the schedule, and Whitney lost 80 points while Nicholson lost 106. Stewart who still was in the fight, reached Greencastle with a badly bruised arm over two hours late. Outside Greencastle Stewart took a very nasty fall, being thrown several yards and was rendered unconscious. After lying there for some time he was found and brought to Greencastle, where examination disclosed that he had a broken rib and severe bruises. He later was taken to Indianapolis by train.

Through Crawfordsville and Lebanon Whitney and Nicholson floundered and splashed, falling every few minutes, sometimes oftener. On the last stretch Whitney took a very bad spill and cut his leg severely, but he kept on. Both men were falling behind the schedule, and when Whitney reached the final control on West Vermont street, Indianapolis, he was 23 minutes late, while Nicholson was 22 minutes behind. There was a three minute leeway at controls. Whitney's total penalties were 103 points and Nicholson was taxed 128 marks. The contest also was a battle of the cylinders, 34 singles and 19 twins starting, and one of each finishing, so that honors seem to be with the twins.

Those who "dared to do—on twins—and died" were: Charles Wyatt, Indianapolis, 7 Indian; *N. J. Hodgin, Indianapolis, 7 Indian; *Leo Banks, Indianapolis, 7 Indian; F. A. Stewart, Indianapolis, 7 Indian; C. C. Palmer, Chalmers, 7 Indian; Ray Hoffstetter, Indianapolis, 6 Merkel; R. W. Parker, Indianapolis, 5 Indian; *Philip S. Brown, Indianapolis, 5 Indian; *O. M. Jones, Indianapolis, 6 Merkel; John Hohl, Indianapolis, 7 Yale; Elmer Meyerose, Indianapolis, 7 Indian; *William Grepp, Indianapolis, 7 Indian; *Harry Graff, Indianapolis, 7 Indian; *Herbert Fleck, Southport, 7 Indian; *F. G. Crocket, Indianapolis, 5 Indian; Ray McDougal, Indianapolis, 5 Indian; *Paul Helm, Lebanon, 6 Thor.

Those mounted on singles who succumbed were: *C. R. Scott, Indianapolis, 4 Thor; Russell E. Waymire, Dayton, 4 New Era; Glen McGungill, Indianapolis, 3 R-S; *Jerry McCarthy, Indianapolis, 4 Excelsior; *Jack Reisnor, Indianapolis, 4 Excelsior; *Myron W. Vestal, Indianapolis, 3½ Excelsior; J. P. McCarver, Indianapolis, 4 Excelsior; John Sink, Indianapolis, 4½ Pierce; *Henry Golnish, Indianapolis, 4 Excelsior; John Ellis,

Indianapolis, 4 Yale; *Geo. W. Schneider, Indianapolis, 2¾ Indian; *Paul Kottlowski, Indianapolis, 4 Thor; *R. S. Power, Indianapolis, 3 Thor; R. A. Hayes, Indianapolis, 4 Thor; William T. McCoy, Indianapolis, 3½ Excelsior; Albert G. Detch, Indianapolis, 3 R-S; *Paul Borchet, Indianapolis, 4 Excelsior; Robert H. Horm, Indianapolis, 4 Indian; Floyd Grimes, Indianapolis, 4 Excelsior; *George Price, Indianapolis, 4 Excelsior; *Byron Bells, Indianapolis, 4 Indian; *R. K. Merrill, Chicago, 4 Indian; *Grover Hurt, Indianapolis, 4 Harley-Davidson; Harry Howard, Indianapolis, 4 Harley-Davidson; Albert Janert, Jr., Indianapolis, 3½ Merkel; H. M. Baird, Rutland, Vt., 3½ Yale; *Bert Schultz, Indianapolis, 3½ Yale; *W. E. Walker, Indianapolis, 2¾ Indian; *Ray Minchin, Indianapolis, 3 R-S; Raymond Stewart, Indianapolis, 3 R-S; *Rowland Heever, Indianapolis, 3 R-S; Albert McGan, Indianapolis, 3 R-S; *Clarence Griffin, Indianapolis, 3½ Indian; L. M. Brannen, Dayton, 4 New Era.

* Private owners.

G. H. Hamilton, was chairman of the contest committee and had charge of the arrangements. He went along in the G & J tire car, which had little to do, tire trouble being very light.

Dividing Crescents into Classes.

With the idea of increasing the interest of members in the series of races which it is planning for the fall, the Crescent Bicycle Club, of Baltimore, Md., has inauguarated a set of five "classes," A, B, C, D and E. At the outset, all members belonged to class E. But the winner of the first race in the series at once entered class D, while hereafter members will "graduate" from their respective classes to higher ones as fast as they win over their fellow classmen. The first meet of the series was held at Yockel's Park, on Sunday last, 28th ult., two class E races being decided on the quarter mile track. By this means Thomas S. Taylor and Andrew Miller became class D men, winning the two events in 2:50 and 2:49 respectively.

Kramer Plans to Go on the Stage.

Emulating the example of Joe Fogler, Walter Bardgett and Worthington Longfellow Mitten in taking to theatrical life, Champion Frank Kramer likewise is to sign a contract to appear in a home trainer act. He is arranging for a 20 weeks' tour on the Keith & Proctor circuit. Jim Hunter is scheduled to be his partner, while Edward Bedford will explain to the audience what it is all about.

Dallas Hangs Up $500 in Prizes.

Five hundred dollars in prizes will be distributed to the winners of the motorcycle races which will be held at Dallas, Texas, on October 28-30, at the state fair. There will be two races each day, and in addition to the regular prizes a silver cup has been donated by the Hendee Mfg. Co.

HUYCK SHINES AT LOUISVILLE

Baker and Merz Nevertheless Outride Him in Some Events at Two Days Meet—Kline a Double Victor.

Although he did not make his customary cleanup, Fred Huyck carried off the lion's share of the plums, including the two miles national championship, at the Louisville (Ky.) Motorcycle Club's Southern District meet at Douglas Park on the 3d and 5th inst., respectively. Huyck won three races and was placed in several others. Two visitors from Indianapolis, Erwin Baker and John Merz, also fared well, the former taking one and the latter two events from Huyck.

Four started in the two miles championship, the blue ribbon of the meet, which was run on Monday. Huyck and Marshall were on Indians and Baker and Merz rode Merkels. At the gun Huyck took the lead and held it for the first mile, with Baker and Merz at his heels. In the last half mile Baker unwound a spurt which carried him past Huyck, and he commenced to widen the gap when the Windy City flier turned on more juice and in a magnificent drive caught Baker in the stretch and beat him to the tape by 10 feet. Merz was a good third. The time was fast, 2:04⅗.

Starting from scratch Huyck was unable to overhaul Baker, who had three-quarters of a mile leeway in the 10 miles handicap on Saturday. Baker led all the way, but Huyck managed to catch Marshall and take second. Time, 9:55. Merz scored decisively in the five miles open on Saturday, leading all the way. Marshall beat Huyck for second. In the mile trials on Monday Merz and Baker tied with 0:56⅗. Huyck did not go against time. The attendance was disappointing, only about 500 people being present during the two days.

The summary:

Saturday, 3d.

Five miles open—Won by Fred Huyck, Indian; second, Marshall, Indian. Time, 5:29.

Ten miles free-for-all—Won by Fred Huyck, Indian; second, Erwin Baker, Indian; third, J. E. Merz, Merkel. Time, 9:55.

Five miles, club members—Won by Herbert Kline, Harley-Davidson; second, Morris Ray, Indian. Time, 6:45.

Fifteen miles pursuit—Won by J. E. Merz, Merkel; second, Fred Huyck, Indian; third Erwin Baker, Indian. Time, 14:53.

Mile time trials—Huyck, Indian, 0:58.

Ten miles, Southern District—Won by Herbert Kline, Harley-Davidson; second, John Burford, Indian. Time, 13:26.

Five miles open—Won by Frank Marshall, Indian; second, Erwin Baker. Time, 5:56.

Ten miles handicap—Won by Erwin Baker, Indian (¾ mile); second, Fred Huyck, Indian (scratch); third, Frank Marshall, Indian (⅛ mile). Time, 9:55.

Monday, 5th.

Two miles national championship—Won by Fred Huyck, Indian; second, Erwin Baker, Merkel; third, J. E. Merz, Merkel. Time, 2:04⅗.

Five miles private owners—Won by Ermen Ray, Indian; second, Joseph Schurer, Harley-Davidson. Time, 6:59.

Ten miles pursuit, Louisville riders only—Won by August Ansback, Indian (⅛ mile); second, Herbert Kline, Harley-Davidson (1-16 mile); third, John Burford, Indian (scratch).

Five miles open—Won by J. E. Merz, Merkel; second, Frank Marshall, Indian; third, Fred Huyck, Indian. Time, 4:58⅖.

Mile time trials—Erwin Baker, Merkel, 0:56⅗; J. E. Merz, Merkel, 0:56⅗; August Ansback, Indian, 1:17; Frank Marshall, Indian, 1:03; Herbert Kline, Harley-Davidson, 1:14.

New York's New Pros at Brighton Beach.

Two professional motorcycle events were held in connection with the automobile meet at Brighton Beach, New York, on Labor Day, and A. G. Chapple, Merkel, won both of them. He captured the 10 miles match race in 9:49, Frank Seery, Indian, taking second. In the mile time trials Chapple was fastest with 53⅕ seconds, while Seery did 56⅖, and Robinson 59⅘. Chapple made better time than any of the cars in the time trials, but his time was announced at 56⅖, which the management acknowledge was an error; Chapple claims it was intentional to withhold the fact that he had beaten George Robertson in a 90 horsepower Simplex racing car, who is a favorite with New Yorkers.

Davis Starts Back to Pacific Coast.

Escorted by M. E. Toepel and Harry C. Mapp, of the Motorcycle Touring Club of New York, Volney E. Davis, mounted on a 5 horsepower Indian, started from 2312 Broadway, New York, at 11:45 a. m. Tuesday, 6th inst., in his return trans-continental journey, with San Francisco, Cal., as his objective. Davis reached Syracuse on the 8th, having encountered considerable mud which laid him low more than once. He is riding alone and does not aspire to any records.

McCone Scores on South Carolina Beach.

After journeying to Charleston, S. C., on a special steamer, the Savannah Motorcycle Club, of Savannah, Ga., gave a beach racing program at the Isle of Palms on Labor Day. Three trial heats and a final, each for ten miles, evolved E. J. McCone as the winner, with A. B. King second, both riding Indians. S. S. Ellis, on an Excelsior, was third. All three men were members of the Savannah club. McCone's time for the ten miles in the final was 16:50.

THREE NEW PROS AT GUTTENBERG

Chapple, Seery and Robinson Renounce Amateurism and Seery Scores in New Role—Odd Offense Punished.

After a shutdown of more than a month the Manhattan Racing Association resumed operations at the Guttenberg (N. J.) track on Sunday, 4th inst., with the same cut and dried card which, excepting for the professional events, has been put on all season. Lacking new faces or new features it provided indifferent entertainment. A. G. Chapple at last discarded his disguise and with Frank Seery and W. H. Robinson rode as a professional, but it was Seery and Robinson who supplied the best racing of the day, as Chapple, after experiencing his usual hard luck, became disgusted when his machine quit in the last event and threw it into the ditch.

Not satisfied with winning the three miles novice after a seesaw with Klem, and while approaching the finish in the last lap, J. U. Constant turned in his saddle and thumbed his nose at Klemm. The referee, Stanley Kellogg, saw it and disqualified him and awarded the race to Klem, who finished second. With a handicap of 1:45 in the five miles handicap for trade riders, Constant scored again, the scratch men being unable to overhaul him. This time, however, he indulged in no frivolities. Gaucher, Thor, was second, and J. Buckingham, Indian (35 seconds), came in third.

After a long wait for Chapple to get his machine going, the 10 miles professional was cut to five miles and started without him, Seery and Robinson on Indians being the starters. They immediately woke up the crowd with the fast pace and for four miles seesawed for the lead, Seery gaining on the turns and Robinson overhauling him in the stretches. In the last lap Seery turned on a little extra gas and pulled away, winning by 20 yards. Chapple who previously had challenged the winner had in the meantime got his machine working and rode a five miles match with Seery. For four miles it was nip and tuck, a fast pace being set all the way, and as Seery started to pull away on the last turn one of Chapple's cylinders quit, owing to a short circuited cable, and Seery won by an eighth of a mile.

Owing to the long delays between events, the afternoon flitted rapidly and the 25 miles professional was cut to five miles. Chapple's machine again balked and he lost an eighth of a mile before he got started. Then in desperation he opened wide and went after Seery and Robinson like a hurricane. When he had closed the gap considerably the oil soaked cable got in its work again and put him out of the running just as things began to get interesting. Seery and Robinson had been seesawing up to this time, but the former then commenced to draw away and won by an eighth of a mile. In the five miles professional pursuit, Chapple's machine for the third time went bad through the same cause. He was on scratch, with Seery at the eighth and Robinson at the one-fourth posts respectively. Chapple's mount died at the first eighth and then it was that he tossed it into the ditch. Seery gradually closed the gap and passed Robinson in the third lap, winning by one-fourth of a mile.

Mercier on an Indian made a runaway of the 15 miles open for trade riders. He lapped the entire field once and several twice, beating Buckingham, the second man, by 1½ miles. Time, 17:10⅗. Gaucher, Thor, was third. Although the day was cloudy, no rain fell, but the threatening weather evidently kept many away, not more than 400 being present.

The summary:

Three miles novice, 61 cubic inches—Won by J. U. Constant, Indian; second, J. A. Klemm, Indian; third, G. Stoeckert, Indian; fourth, J. A. Gaucher, Thor. Time, 3:43⅖. Constant disqualified for unbecoming conduct.

Ten miles private owners, 61 cubic inches—Won by A. Hoffman, Merkel; second, J. A. Gaucher, Thor; third, J. A. McKeever, M. M. Time, 11:42.

Five miles professional, 61 cubic inches—Won by Frank Seery, 7 Indian; second, William Robinson, 6 Indian. Time, 5:34.

Five miles handicap, trade riders, 61 cubic inches—Won by J. U. Constant, Indian (1:45); second, J. A. Gaucher, Thor (1:30); third, J. Buckingham, Indian (0:35). Time, 6:11⅕.

Five miles match, professional, 61 cubic inches—Won by Frank Seery, Indian; second, A. G. Chapple, Merkel. Time, 5:07⅘.

Fifteen miles trade riders, 61 cubic inches—Won by F. Mercier, Indian; second, J. Buckingham, Indian; third, J. A. Gaucher, Thor. Time, 17:10⅗.

Five miles professional, 61 cubic inches—Won by Frank Seery, Indian; second, William Robinson; Indian. Time, 5:08⅖. A. G. Chapple, Merkel, also ran.

Honors Well Distributed at York.

An invader in the person of H. R. Williams, of Lancaster, won the five miles motorcycle free-for-all which was on the card at the York (Pa.) Automobile Association's race meet at the fair grounds on Labor Day. Two local riders, George Rudy and Ed. Frey, took second and third, respectively. The time was 7:45. Three bicycle events also were run and afforded considerable action. The half mile event for boys under 15 years went to Paul Richey, with William Free second. Time, 1:30. Hamilton Eisenhart captured the mile race in 2:25. An outsider scored again in the half mile open, when C. C. Keever, of Hanover, arrived first, beating Eisenhart and Eli Gross, local men. Time, 1:23½. Five thousand people witnessed the races.

WHITTLER CRACKS STANDING MILE

Cuts Four Seconds Off the Record at Salt Lake—Graves Has Narrow Escape but Takes Two Firsts.

Salt Lake City, Sept. 6.—F. E. Whittler's pulverization of the one mile, standing start, motorcycle record and M. J. Graves's near-smash were the features of last night's sport at the motordrome.

When he got through with it, Whittler had placed the standing mile at 55⅖ seconds, a clean cut of four seconds. He performed the feat in the time trials arranged for the purpose. A quick getaway is the secret of such feats, and with his big Merkel Whittler got off the mark with such a splendid jump that he made the mile in 56 seconds flat, which seemed glory enough for one evening. But he loaned his machine to Hubert Kittle and when that young Californian went the route in 55⅘ Whittler took another whack at the record and brought it down to 55⅖. In addition, Whittler without much trouble disposed of T. M. Samuelson in a five miles match race.

Graves's close call happened in the five miles event for trade riders. He was going great guns rounding into the stretch when he ran wide and scraped the fence. Before the 3,000 spectators had ceased to gasp, however, he pulled himself out of danger and went ahead and won as if he had not been so near to requiring the services of a surgeon. Graves also won the four miles race for trade riders. Al. Ward and F. W. Thomas trailing him in that order in both events. With Whittler out of the way, Steve Senhouse got the big meal ticket in one of those invitation races designed to distribute such tickets to the needy ones. The summary:

Three miles invitation, private owners, 4 horsepower machines—Won by Karl Winter; second, B. E. Duval; third, L. Galeazzi. Time, 3:33.

One mile time trials, standing start—Whittler, 56 seconds; Kittle, 55⅘ seconds; Whittler, 55⅖ seconds (world's record).

Four miles, trade riders—Won by Graves; second, Ward; third, R. W. Thomas. Time, 3:20⅕.

Five miles, professional invitation—Won by Senhouse; second G. S. Clayton, Jr.; third, W. E. Samuelson. Time, 4:11⅘.

Five miles match, Whittler vs. T. M. Samuelson—Won by Whittler. Time, 3:35⅖.

Five miles, amateur, trade riders—Won by Graves; second, Ward; third, F. W. Thomas. Time, 3:52 (unofficial).

Six miles professional, open—Won by Whittler; second, W. E. Samuelson; third, T. M. Samuelson; fourth, Senhouse; fifth, Clayton. Time, 4:52.

Automobile time trial, three miles—Bert Smalley. Time, 2:56⅗.

MITCHEL TURNS TEN FAST MILES

In Denver They Called it a "World's Dirt Track Record"—Wolters and Boyd in Great Battle.

If you take stock in that sort of thing, it will please you to learn that on Monday last, 5th inst., on the Tuileries three-lap track at Denver, Col., Arthur Mitchel, sometimes of New Orleans, Newark, Los Angeles and Salt Lake City, broke the whole "world's dirt track record" for ten miles. Of course, there are no such things as dirt track, wood track or stone track records, but such performances are very barneyoldfieldian and they sound nice even if they "don't count."

Arthur went all the way from Salt Lake City to Denver to do the deed. Mounted on a 7 horsepower Merkel he whirled the 10 miles in a time trial in 9:03⅕, which surely is "going some" even it it isn't a record. The biggest crowd of the Tuileries season was told, however, that it was the "world's dirt track record," and hurrahed accordingly. It was one of the proudest moments Mitchel has had in some time, and, truth to tell, he deserved the hand accorded him. Before battling with Daddy Time, Mitchel had taken on one of Denver's best and vanquished him in a three miles free-for-all, to wit, Earl Armstrong (R-S), the previous holder of the "dirt track record," ran second because there were no other starters.

Four other races were decided, and one of them—the five miles, professional, single cylinder racers—proved the greatest ever seen in Denver. G. R. Boyd (Indian) and Joe Wolters (Excelsior) were the men who supplied the excitement. Boyd drew a big lead at the start, but Wolters gamely stuck to his work and drew even on the fourth mile. The last mile was a stirring one. The two men rode as if glued together. Neither could gain the advantage until within the last 50 yards, when Wolters, with the big crowd roaring its acclaim, nosed ahead and won by a scant six inches in 5:21⅖. In the next event, however, a three miles race for twins, Wolters succumbed to Fleckenstein in 3:24⅘. Boyd got his full portion in the five miles for single stock machines, which he won handily from Armstrong. Cassidy (Indian) accounted for the amateur event. The summary:

Five miles handicap, amateur, stock singles—Won by Cassidy; second, Swartz, Time, 6:03⅗.

Five miles professional, single racers—Won by Wolters; second, Boyd. Time, 5:21⅖.

Three miles professional, stock twins—Won by Fleckenstein; second, Wolters. Time, 3:24⅘.

Five miles professional, stock singles—Won by Boyd; second, Armstrong; third, Albright. Time, 6:00.

Five miles professional free-for-all—Won by Mitchel; second, Armstrong. Time 2:01.

Ten miles trial against time—By Arthur Mitchel. Time, 9:03⅕.

Bernard "Does Things" at Springfield, O.

Something more than 3,500 of the population of Springfield, O., attended the first motorcycle meet ever held in that city, which took place on Labor Day. Harvey Bernard, of the Chicago Indian wigwam, brought on some fast machines, and while he captured a majority of the events his expected cleanup was circumvented by the excellent riding of a local boy, F. C. Rhoads, who also rode an Indian. Rhoads bagged the private owners' race and the two miles for trade riders, and was placed in three others. Bernard by whirlwind riding captured the remainder of the card, including both free-for-alls. The 10 miles free-for-all produced the fastest time of the day, 11:35, an average of 1:09½ per mile. In the time trials Bernard established a mile record for the track of 1:10⅗. Rain which fell about noon for a short time commenced again while the third race was being run and caused a temporary suspension of operations. Under the hot sun which broke through the clouds after both showers, the track dried out quickly on the outer edge, and the riders confined themselves to this part of the course. The summary:

Two miles, trade riders—Won by F. C. Rhoads, Indian; second, W. H. Dugdale, Indian; third, M. Groves, Harley-Davidson. Time, 2:36.

Three miles, trade riders—Won by Bernard, Indian; second, F. C. Rhoads, Indian; third, Allen, Indian. Time, 3:44⅖.

Two miles, private owners—Won by F. C. Rhoads, Indian; second, G. H. Forrer, Indian; third, H. B. Miller, Indian. Time, 2:45⅖.

Five miles, trade riders—Won by Bernard, Indian; second, Jacobs, New Era; third, Th. Constable, Harley-Davidson. Time, 6:31.

Five miles free-for-all—Won by Bernard, Indian; second, Allen, Indian; third, Rhoads, Indian. Time, 6:07⅖.

Ten miles free-for-all—Won by Bernard, Indian; second, Allen, Indian; third, F. C. Rhoads, Indian. Time, 11:35.

Slippery Track Disappoints Big Crowd.

After a large crowd had gathered at North Randall track, Cleveland, O., on Labor Day to witness the race meet of the Cleveland Motorcycle Club, the track management refused to permit any racing, fearing accidents owing to the slippery condition of the track on account of rain the night before. Reluctantly the announcement was made that the races would be postponed until today (Saturday). Several speedy out-of-town riders are entered and bicycle races also are on the card.

DEROSIER PAYS DENVER A VISIT

But Boyd Shows Him His Back at Opening of New Speedway—Amateurs in Hundred Miles Race.

Jake Derosier, who often has been described as a French-Canadian, but who says he was born in Cambridge, Mass., left Salt Lake City long enough to be present in Denver Col., on Saturday last, 3d inst. But he did not get what he was looking for—a victory.

They inaugurated the Denver motor speedway, a big 3⅓ miles circle, on Saturday, and despite the fact that neither track surface nor grandstands are wholly finished the promoters put on a card of three motorcycle races; two of them long ones, and although the course is located seven miles from the city a fair crowd attended and witnessed some runaway sport. Derosier competed only in the opening event, 10 miles, and in it he caught a Tartar in the person of G. R. Boyd (Indian), who led him better than a mile a minute pace by winning in the fast time of 9:41. Derosier was eight seconds behind him. Earl Armstrong (R-S) was third. There were eight starters. Boyd also captured the 50 miles for pros in 50:43⅘. There were but four starters, and as Boyd was the only one who was not forced to make a stop, he won the uninteresting race and the $100 purse in hollow fashion. John Albright (Minnesota) was second and Armstrong third, the latter having suffered a broken chain.

The other event was a race of 100 miles for amateurs, and a great field of them, 35 in all, lined up. The first part of it was a merry old scramble marked by lots of "off again, on again, off again" work. Dore Cassidy (Indian) was one of those who did not engage in it. He early showed in front and stayed there, completing the 100 miles without a stop in 2:07:58⅗. Sharp, who finished third, was the only other rider who had no occasion to stop. The amateur race was the second event on the card, and so big is the track that a number of the tail enders still were going around when the 50 miles event for professionals was started.

The summary:

Ten miles, professional—Won by G. R. Boyd, Denver (Indian); second, J. Derosier, Springfield, Mass. (Indian); third Earl Armstrong, Denver (R-S). Time, 9:41.

One hundred miles, amateur—Won by Dore Cassidy, Denver (Indian); second, W. E. Swartz, Denver (Indian); third, A. W. Sharp, Denver (Indian); fourth, Victor Doyle, Colorado Springs (Indian). Time, 2:07:58⅗.

Fifty miles, professional—Won by G. R. Boyd (Indian); second, John Albright (Minneapolis); third, Earl Armstrong (R-S). Time, 50:43⅘.

VISITORS CLEAN UP AT PEORIA

They Capture Every Event to Which Eligible, DeSalvo Taking Lion's Share—Boenish Fastest Private Owner.

Evidently anticipating easy pickings, Joseph DeSalvo, the Chicago crack, took a pair of fast Excelsiors, one of them a 1911 twin, down to Peoria, Ill., on Labor Day for the Peoria Motorcycle Club's race meet and was doubly surprised to find C. G. Stansbury with a couple of speedy Harley-Davidsons and A. Matthews with a fast Thor, both intent on the same object. There was nothing for DeSalvo to do but face the music, so this trio of visitors who came well primed for a clean up proved a sort of Tartars for each other whenever they clashed, and put up some highly exciting racing. When the smoke had cleared away, it was seen that De Salvo, despite a run of hard luck, had come out on top with four victories, while Matthews earned two and Stansbury one.

DeSalvo really proved the star of the meeet, riding in dashing style, and in addition to his victories was well placed in several other events. Had it not been for a mishap he undoubtedly would have captured the feature number, the 25 miles open, for at 17 miles he was three miles ahead of the second man. Then magneto trouble developed and the Windy City flier retired. Stansbury, Harley-Davidson, then took up the running and held the lead to the end, beating Matthews, Thor, by a good margin. Time, 30:50⅗.

In the 10 miles open, DeSalvo again lapped the field and won in a canter, Stansbury, H-D, being the runner up. Matthews, Thor, was third. Having shown his form in the 10 miles open, DeSalvo was put on scratch in the 10 miles handicap, Stansbury and Matthews getting one minute, and the others two minutes. Although he averaged better than 1:02 for each mile, DeSalvo was unable to overcome the handicaps, and Matthews took first, with Voss, Excelsior, a limit man, occupying second berth. DeSalvo was third.

Matthews was fastest in the mile time trials, tearing off a mile in 1:00. DeSalvo came next with 1:03⅗, and Stansbury was clocked in 1:10⅗. E. F. Boenish, Indian, accounted for both the private owners' classes in hand fashion. Excelsiors carried off the honors, winning six events and taking 17 places. Despite rain in the morning the track dried out rapidly and was in good shape when the meet started at 3 o'clock, one hour behind schedule. Once under way things went along in shipshape order and the card was finished before dark. The summaries:

One mile novice—Won by H. Kupper, Excelsior; second, A. H. Whigam, Excelsior; third, E. Gutschke, Excelsior; fourth, F. J. Faust, Excelsior. Time, 1:30⅗.

Three miles open, 30.50 cubic inches—Won by J. DeSalvo, Excelsior; second, F. Hoefferle, Excelsior; third, E. F. Boenish, Indian. Time, 3:23.

Two miles open, 50 cubic inches—Won by J. DeSalvo, Excelsior; second, F. Hoefferle, Excelsior; third, C. Nelson, Excelsior; fourth, G. C. Stansbury, Harley-Davidson. Time, 2:20½.

Twenty-five miles open—Won by G. C. Stansbury, Harley-Davidson; second, A. Matthews, Thor. Time, 30:50⅗.

Five miles private owners, 30.50 cubic inches—Won by E. F. Boenish, Indian; second, H. Kupper, Excelsior; third, A. H. Whigam, Excelsior. Time, 6:27⅘.

Ten miles open, 30.50 cubic inches—Won by J. DeSalvo, Excelsior; second, G. C. Stansbury, Harley-Davidson; third, A. Matthems, Thor. Time, 11:02.

Five miles open—Won by J. DeSalvo, Excelsior; second, G. C. Stansbury, Harley-Davidson; third, R. Kemper, Harley-Davidson. Time, 5:29⅕.

Ten miles handicap—Won by A. Matthews, Thor (1:00); second, Edward Voss, Excelsior (2:00); third, J. DeSalvo, Excelsior (scratch). Time, 10:55.

Five miles private owners, 30.50 cubic inches—Won by E. Boenish, Indian; second, A. H. Whigam, Excelsior; third, H. Kupper, Excelsior. Time, 6:21.

Mile time trials—A. Matthews, Thor, 1:00⅘; J. DeSalvo, Excelsior, 1:03⅗; G. C. Stansbury, Harley-Davidson, 1:10⅗.

Mixed Sport in Long Island Town.

Motorcycle and bicycle races were prominent features of the Great Neck (L. I.) A. C. annual field day on Labor Day, and were witnessed by a record breaking crowd. John Carroll won the 25 miles motorcycle race, beating R. Hope and W. C. Baxter, who finished in that order. The half mile bicycle race was captured by Henry L'Hommedieu, who nosed out Jerome Steinert in a spirited finish. George Uhl took third. Another bicycle race at the same distance went to Henry Ninesling, Fred Donohue beating W. Bartell for second. The three miles bicycle race was won by George Syzika, and John Chinski was the second man.

Motor Pacing Annuls a Road Race.

Although the Golden City Wheelmen of San Francisco, Cal., won the annual 15 miles relay on the San Leandro triangle for the Berg Trophy on Sunday, 28th ult., the contest was declared no race, owing to the fact that some of the riders violated the rules of the California Associated Cyclists by accepting pace from motorcycles. The Golden City team finished 50 minutes ahead of the Oakland Wheelmen, while the Garden City team was a close third, and the New Century's fourth. The trophy becomes the property of the club winning it three times, and has been won twice by the Garden City Wheelmen.

OLD RIVALS MEET AT CAPITAL

Anderson, of South Carolina, Fares Best but is Forced to Extend Himself—Thomas and Teubner Also Score.

Horse races, ostrich races and an aeroplane, which some day is expected to race but which at present is in a dormant state, vied with the motorcycle racing for the favor of the thousands who attended the Central Labor Union's field day at Bennings track, Washington, D. C., on Labor Day, and the flying two wheelers won out. They proved the most exciting and interesting feature of the card, and Washingtonians saw some stirring sport.

It would appear that several speed merchants in various parts of the country had their eyes on this particular meet, and anticipated a quiet cleanup, for among those present were J. Boyd Anderson, of Elizabeth City, N. C., Walter Goerke, New York, W. J. Teubner, Pottstown, Pa., and Chic Thomas, of Baltimore. Anderson fared best, taking two races after lively battles, and Thomas bagged the prize of the day, the 20 miles free-for-all. This was a fierce duel all the way between Teubner and Thomas. The latter went to the front early and although Teubner kept hammering away strenuously he never was able to overhaul the flying Baltimorean. Seamark, Merkel, was third. The time was remarkably fast, 22:07.

After receiving a severe grilling at the hands of Mangold and Otzel, two local boys, Anderson had the stamina and speed to get away with the five miles scratch, Mangold taking second and Otzel third. Teubner was the first to show the crowd any real speed, and trimmed Goerke and Anderson decisively in the 10 miles scratch. When these men lined up again for the 15 miles handicap, there was promise of another warm session, but Teubner had motor trouble and never was a factor. Anderson and Goerke were the chief dust raisers, and Goerke who was on scratch, never was able to close the gap which separated him from Anderson, although he was close behind at the finish. Thomas checked in third. The summary:

One-third mile, novice—Won by T. Otzel, Indian; second, J. Halpin, Harley-Davidson. Time, 4:12.

Five miles, open—Won by J. B. Anderson, Indian; second, E. Mangold, Indian; third, T. Otzel, Indian. Time, 6:20.

Ten miles, open—Won by W. J. Teubner, Merkel; second, W. Goerke, Indian; third, J. B. Anderson, Indian. Time, 11:12⅘.

Fifteen miles handicap—Won by J. B. Anderson; second, Goerke (scratch); third, Thomas, Indian. Time, 15:17½.

Twenty miles, open—Won by Thomas, Indian; second, Teubner, Merkel; third, Seamark, Merkel. Time, 22:07.

O'BRIEN FAST AT JERSEY MEET

Gathers a Majority of the Prizes at Olympic Park—Pascal and Bush Score Decisive Victories.

That factory machines are hard nuts for local riders to crack again was proved at the New Jersey Motorcycle Club's race meet at Olympic Park on Sunday, 4th inst. Howard O'Brien, a former Newarker, came down from Springfield with a fast Indian and scooped a majority of the prizes; at all times, however, he knew that he was in a race, as his fellow clubmen did not submit tamely. In addition to winning three races, O'Brien also established a five miles record for the track, making the distance in 6:08.

Of the local residents, Roy Pascal was the topliner, displaying good track generalship and taking one first, the three miles novice, and being placed in others. Although he did not win a first, Percy Drummond proved a dangerous contender at all times, until he was spilled in the 10 miles handicap by a tire rolling off. He was picked up unconscious but later revived and sustained no serious injury.

In the 15 miles open, the red letter number, O'Brien encountered a tough proposition in James until the latter's machine went bad. He led from the second to the ninth mile in spite of the visitors' best efforts to overhaul him, and had the race well in hand when his machine quit. Thereafter it was a walkover for O'Brien, Pascal being the runner-up. A good crowd was present. The summary:

Three miles handicap, novice—Won by Roy Pascal, 5 horsepower Indian (scratch); second, Peter Boshen, 5 horsepower Indian (15 seconds); third, Andrew Boshen, 4 horsepower Merkel (50 seconds). Time, 3:55.

Five miles open—Won by Howard O'Brien, Indian; second, Percy Drummond, Indian; third, Roy Pascal, Indian. Time, 6:08.

Five miles handicap, private owners—Won by August Kroeger, 4 horsepower Harley-Davidson (80 seconds); second, Percy Drummond, 5 horsepower Indian (scratch); third, Andrew Boshen, 4 horsepower Merkel (80 seconds). Time, 6:09⅗.

Ten miles handicap, open—Won by Howard O'Brien, 5 horsepower Indian (scratch); second Roy Pascal, 5 horsepower Indian (45 seconds); third, Peter Boshen, 5 horsepower Indian (70 seconds). Time, 12:33⅗.

Fifteen miles open—Won by O'Brien, Indian; second, Pascal, Indian. Time, 18:40⅗.

Three miles match—Won by Carl Bush, Excelsior; second, Pfleider, Yale; third, Boshen, Merkel. Time, 4:15⅗.

Five miles open, New Jersey riders—Won by Carl Bush, Merkel; second, August Krieger, H.-D.; third, Andrew Boshen, Merkel. Time, 7:13⅗.

Simon Wins Plainfield Sunday Race.

Repeating his victory of the previous week, George Simon once more was winner of the 10 miles Sunday road race held by the Plainfield Cycling Club on the 4th inst., taking both first and time prize. He started from scratch with Edward McNee, whom he beat out by only a wheel. Gifford Jones, with one minute handicap, was alongside them in the finish, and almost did McNee out of second position, so close did he make the decision. William Drake and Bob Guthridge both punctured. McNee is still the leader in the club's point table, with 25 points, as against 18 for Simon and 11 for Drake.

Morgan & Wright Motorcycle Tires

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

MORGAN & WRIGHT
DETROIT

Andrews Venit, Vidit and Beat It.

Walter Andrews, the Canadian amateur champion, who came to Newark, N. J., and tried conclusions with amateurs at the Velodrome on Sunday, 4th inst., returned to his Canadian home the next morning. After an easy victory over Fred McCarthy at Toronto recently, Andrews figured that if McCarthy was a professional riding at the Velodrome, the amateur crowd there would prove to be a cinch. After riding with them, however, he changed his mind, and packed up and went home again.

Chickens Turned Into Motorcyclists.

Over 200 members of the Indian Motorcycle Club of Kansas City, Mo., and their friends brought their appetites with them to the club's "chicken fry" at 1406 Grand avenue on the 31st ult., and did full justice to the toothsome delicacies set before them. There was fried chicken and corn on the cob in abundance, as well as plenty of lubricant and other accesories, and none were allowed to depart hungry.

WHITTLER RIDING FRENCH STYLE

Imitates Sprint Cyclists in Motorcycle Match—He and Graves Prove the Winners in Two Events Each.

Salt Lake City, September 1.—Honors were divided between F. E. Whittler and M. J. Graves at the motordrome last night, each winning every event in which he started, and leaving scant pickings for the others. Whittler and Kettle started the fireworks with a five miles match in heats, the former taking two straight. In the first round Whittler stayed in front all the way and uncorked his spurt in the last lap. However, Kettle responded with an equally swift dash and overhauled Whittler so rapidly that he only won by a few feet in a stirring windup. Both men jockeyed for the greater part of the second heat, until the last lap, when Whittler again jumped and Kettle was unable to catch him. Mishaps to Mitchell's and Kettle's machines in the five miles open professional gave Whittler a walkover and all he had to do was to keep moving. Senhouse took second and T. M. Samuelson was third.

The usual sizzling going all the way was the rule in the trade riders events, and Graves took both of them in pretty style. He beat out Thomas and Ward in a blanket finish in the four miles race, and repeated in the five miles, Ward and Thomas changing places on this occasion. Senhouse showed good sportsmanship in his match with T. M. Samuelson by refusing to take advantage of the latter's mishap, although fully justified in doing so. Both men gave a real French exhibition of loafing, until Samuelson finally jumped and did it so quickly that Senhouse lost half a lap before he woke up to the fact. Just then Samuelson's rear tire was divorced from the wheel and he was put out, while Senhouse also magnanimously quit, refusing to take advantage of the accident. The three miles for private owners was so slow that the fans almost went to sleep. Winter finally jogged home first, followed some time later by Galeazzi and Lund. The summary:

Four miles, trade riders—Won by Graves; second, Thomas; third, Ward. Time, 3:17.

Three miles, amateur—Won by Carl Winter; second, Galeazzi; third, Lund. Time, 3:35.

Five miles invitation, professional—Won by Mitchell; second, McNeil; third, T. M. Samuelson; fourth, Clayton. Time, 3:58⅗.

Five miles, trade riders—Won by Graves; second, Ward; third, Thomas. Time, 4:02.

Five miles, professional—Won by Whittler; second, Senhouse; third, T. M. Samuelson; fourth, Clayton. Time, 4:00.

Five miles match, Whittler vs. Kettle—Won by Whittler in straight heats. Times, 3:53⅘, 4:03.

PLAINFIELD'S SPEED CARNIVAL

Native Riders Beat Brooklyn Invaders Who, However, Win Time Honors—Haberle's Two "Championships."

Under the direction of Jack Horner, who is its livest wire, the Plainfield Cycle Club, of Plainfield, N. J., held a rousing Labor Day amateur cycle road race carnival on the Mountainside course, Mountain avenue, the chief feature of which was a 10 miles open, with three bicycles and a diamond ring in the prize list. In fact the event was so attractive that a goodly delegation of Brooklyn speed merchants went over to Plainfield to clean up, but Plainfield riders were the ones who trundled away the Columbia racer, the Crawford racer and the Crown roadster, which constituted the first three position prizes. The Brooklynites, however, accounted for the time honors, three of them making a blanket finish.



WILLIAM DRAKE



CROWD SWARMING ON PLAINFIELD COURSE



G JONES

Big crowds gathered to see the races, which opened with the one mile city championship. The course itself is one mile, so that it was a case of once around. Eight riders contested in the preliminary heats, and the final resulted in the title going to Percival Haberle, in 3:18, with E. S. Bird and A. B. Dunham at his heels, with one-fifth and two-fifths of a second, respectively, added to Haberle's time.

Only one heat was required for the county championship, in which Haberle again was the victor and swelled the geographical dimensions of his supremacy, despite the fact that the time was much slower, 3:48. Bird, too, repeated as the runner-up, but R. L. Guthridge, George Simon and Edward McNee managed to crowd in ahead of Dunham.

With an age limit of 14 years, the boys' race at one mile really was confined to boys, but the winner, Willie Simon, nevertheless bettered the time of the previous races by going the course in 3:14. Even then he was given a hard battle by Willie Smith, who was within 10 feet of him at the finish line. Robert Giles was third and Willie Barry fourth. The five miles colored handicap was called off for lack of entries.

William Drake, a 17 years old Plainfield rider who has been doing good work in the series of Sunday road races run by the club, was the winner of the big event, although he needed every second of his three minutes handicap in order to reach the tape ahead of 25 ruthless pursuers all in a bunch. The handicapping was remarkable in respect to bringing all the finishers together in the stretch sprint. Two other Plainfield speedsters, Edward Simon and Gifford Jones, accounted for second and third positions, both having started with Drake from the three-minute limit. Their positions were decided by the final sprint.

Then the Empire City Wheelmen, from Brooklyn, came piling in, taking fourth, fifth, sixth, seventh and eighth places, with Carl Ericson at their head in a ride from scratch. He it was who acquired the diamond ring offered as time prize, his time for the distance being 26:40. G. Orlando, of Brooklyn, the "Italian-American champion" and winner of the Long Island Marathon a year ago, also started from scratch, but was not able to do better than twelfth. Edward McNee, who finished in ninth place, received the special prize silver cup for being the first member of the Plainfield Cycling Club to cross the line.

The first 26 riders to finish in the 10 miles race, their handicaps and time: 1—W. Drake, Plainfield (3 m.), 28:41; 2—E. Simon, Plainfield (2 m.), 28:42; 3—G. Jones, Plainfield (3 m.), 28:43; 4—C. Ericson, E. C. W. (scratch), 26:40; 5—J. Struber, E. C. W. (scratch), 26:40⅕; 6—J. Becht, E. C. W. (scratch), 26:40⅖; 7—Schuster, E. C. W. (1 m.), 27:10⅗; 8—Murphy, E. C. W. (scratch), 26:40⅘; 9—McNee, P. C. C. (2½ m.), 28:41; 10—Hausenbauer, C. R. C. A., (1½ m.), 27:11; 11—Haberle, P. C. C. (2 m.), 28:11⅖; 12—Orlando, E. C. W. (scratch), 26:41⅗; 13—E. Bird, P. C. C. (2 m.), 28:11⅘; 14—Dunham, P. C. C. (2 m.), 28:12; 15—Goodridge, Wakefield (1½ m.), 27:42; 16—F. Becht, E. C. W. (2 m.), 28:12⅖; 17—Stafko, E. C. W. (1½ m.), 27:43; 18—Napier, E. C. W. (2 m.), 28:13⅖; 19—Lazzie, B. V. W. (2 m.), 28:13⅗; 20—Kopskey, C. R. C. A. (scratch), 26:56; 21—Esposito, unattached (1 m.), 27:44⅕; 22—L. Marion, unattached (1 m.), 27:44⅗; 23—Simon, P. C. C. (2½ m.), 28:57⅗; 24—Seaman, E. C. W. (1½ m.), 27:45; 25—Welsh, R. B. C. (1½ m.), 27:45⅕;26—Lindeman, R. B. C. (2 m.), 28:18⅕.

Newark Velodrome Closes Next Saturday.

The Velodrome at Newark, N. J., will have its last race meet this seasoon, and perhaps for all time, on Sunday, September 18th, on which date the lease on the grounds expires. Manager Chapman has arranged for a transfer of operation to the Clifton Stadium, at Clifton, N. J., where the riders who now are at the Velodrome will appear, supplemented by Jack Clarke, Iver Lawson, Floyd Macfarland, Ernest Pye and Gordon Walker, who this week came from Salt Lake City.

Fewer Sprocket Teeth for Speed Work.

Because one of the best known and most successful British road cracks has filed off more than half of the teeth on each of his sprockets, it is stated by one who also has tried the experiment that it will not be surprising if the practice becomes general on the part of speedmen. The question naturally has arisen as to whether even for ordinary purposes, a reduction of the number of teeth will not serve good purposes.

TAYLOR FAILS TO "COME BACK"

Decisively Beaten by Clarke and Walker in Match Race—Colvin Captures Both Amateur Events.

Salt Lake City, August 31.—Another opportunity was given Major Taylor last night to demonstrate that he had "come back," but the colored rider could not make good in the demonstration. He was beaten by both Jack Clarke and Gordon Walker in the three-cornered heat match race in which the trio participated. In the first heat Walker went to the front at two laps to go and broke away with a sprint that looked like a winner, but at the bell Clarke swung out from third position and made a translucent streak past both Taylor and Walker into the lead. Walker connected with his rear wheel and sleigh rode to second, while Taylor was the caboose.

Taylor's fancy French style work in cutting down sharply from the top of the bank in the second heat, made Clarke come down from the center so quickly that Clarke bowled over Walker, who appeared to suffer a bad fall. Taylor and Clarke at once dismounted, declining to take advantage of the accident. Upon the heat being run again, Clarke led a modest pace around the saucer until two and a half laps from the finish, when he began to unwind a sprint that quickly opened a gap between himself and his rivals. Taylor, however, jumped out and went around Walker, just managing to reach Clarke's wheel and to stick there to the finish.

Clarke having won a clear victory, and Taylor and Walker with even points in the two heats, the latter two met in a heat to decide second honors. Walker went to the front at the start. He loafed when Taylor fell back and jumped when Taylor jumped, standing off all of the colored man's clever attacks until two laps from the finish, when he unwound a sprint that made Taylor breathe his dust all the way in. For this ride Walker received the greatest ovation that the Salt Lake fans ever have given him.

Ernest Pye and Iver Lawson worked together to good advantage in the three-quarters mile open, taking first and second. Lawson protected Pye from Macfarland while Pye made the necessary spurt to land first. Carslake wiggled in on the pole line to third money, nosing out Macfarland. In the two miles lap handicap for the pro riders, the long markers, when once assembled, changed pace on a perfect system, simply burning up the track and shaking off Lawson, the only one of the back men to reach them after considerable bungling. Hopper, Carslake, Wilcox and Brodbeck, all under one blanket, registered for the first four purses in that order. Colvin was the fair haired boy in the amateur ranks, annexing the mile handicap and the pursuit race. The summary:

One mile handicap, amateur—Won by Colvin (scratch); second, Huey (scratch); third, Gemple (20). Time, 2:02⅖.

Three-quarters mile open, professional—Won by Pye; second, Lawson; third, Macfarland; fourth, Carslake. Time, 1:35⅕.

Australian pursuit, amateur—Won by Colvin; second, Mayer; third, Gemple. Distance, 3 miles 6 laps 75 yards. Time, 8:39.

Two miles handicap, professional—Won by Hopper (110); second, Carslake (130); third, Wilcox (105); fourth, Brodbeck (120); fifth, Duer (90). Time, 3:49.

Three-cornered match, professional, Clarke vs. Walker vs. Taylor—Won by Clarke in straight heats; run off for second place, Walker won. Time of heats, 2:51⅕, 2:35⅗; run off heat, 3:01⅘.

Walker in Front at Salt Lake City.

Salt Lake City, September 3.—Rain interrupted the Salt Palace program last night before half the events had been run but not before Jack Clarke had taken the first heat in his match with Iver Lawson. The remaining heats were postponed until the closing night's program on the 5th. Major Taylor made his debut in an open race by winning his heat handily in the half mile pro number, staving off a hard rush bp Carslake and Downing for two laps. He was lost in the final, however, which was won by Gordon Walker after a pull from Hardy Downing for half the distance.

Colvin and Mayer, of the amateur contingent, gave a pretty pursuit match contest, and it required three miles and six laps for Colvin to tag his sturdy rival. In the two miles amateur handicap, Meredith and Macke, the two limit men, developed a fight for laps that made the crowd hoarse, the little man, Meredith, holding off the big fellow, Macke, for the first seven laps. Cupid Huey, from scratch, rode a good race throughout and captured the event in a strong finish. The summary:

Half mile open, professional—Won by Walker; second, Duer; third, Diefenbacher; fourth, Carslake. Time, 0:59.

Two miles handicap, amateur—Won by Huey (scratch); second, Rodberg (35); third, Wilkins (45). Time, 4:21⅗.

One mile match, Iver Lawson vs. Jack Clarke—First heat won by Clarke. Time, 2:46⅗. Race stopped by rain.

Australian pursuit, Colvin vs. Mayer—Won by Colvin. Distance, 3 miles 6 laps; time, 8:29⅕.

No Races at Wildwood on Labor Day.

Owing to the opposition of a majority of the members of the North Wildwood (N.J.) Automobile Club to holding the scheduled automobile and motorcycle meet at Wildwood on September 3d and 5th, the meet was declared off. Financial matters are said to be the reason for the abandonment.

TEN DOWN IN SPILL AT NEWARK

Disastrous Collision Spoils Professional Team Race—Vanoni Suffers a Broken Arm; Others Less Seriously Hurt.

Collision and carnage, in the worst spill this season, marred the finish of the two hours team race which was the Labor Day offering at the Newark (N. J.) Velodrome on the 5th inst. Of fifteen men who were riding the final mile, ten went down in the smash that occurred on the last turn, just as the riders were rounding into the homestretch. Some of these remounted and finished, and others went to the hospital.

Among the most seriously injured were Carl Vanoni, whose collarbone and right fore-arm were broken; Edward Rupprecht, who was taken to the City hospital with a broken collarbone; Alfred Halstead, badly cut on the elbow; and Norman Anderson, cut in the face with a pedal. In the excitement almost nobody but the judges paid any attention as to who won the race, but the team of Patrick Hehir and Alfred Goulette was the one which later called around at the cash window for first prize.

As a preliminary to the big race, the amateurs had a half mile scamper, which was a neck-and-neck affair between Frank Blatz and Herman Kjeldsen for almost the entire last lap. In the stretch Blatz jumped and beat the Dane by half a wheel. The two hours grind for the professionals brought 18 men to the line, representing that many two-men teams. From the start the race was a hummer, with a whirlwind sprint at the end of every mile to capture the special mile prize, and in the first hour the men had covered 26½ miles.

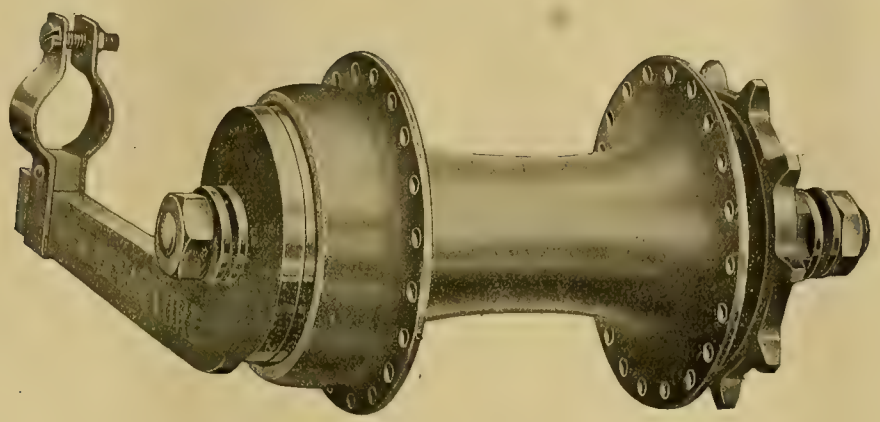
Rough riding developed more and more all through the last half hour, and there were several minor falls just before the last mile was called. Things warmed up terrifically until in the final lap everybody was piling along in a catch-as-catch-can scramble. Pedlar Palmer crowded Fred Hill into John Bedell's rear wheel, and Hill fell. Kramer could not avoid him and struck him squarely. The rest of the smashing, crashing, catapulting of riders brought trainers, officials and doctors running to the wreckage. After everything was over, the crowd learned with indifference that the winners had made 53 miles in the two hours. The summary:

Half mile open, amateur—Won by Frank Blatz; second, H. Kjeldsen. Time, 1:04⅗.

Two hours team race, professional Class A—Won by Hehir and Goulette; second, John and Menus Bedell; third, Palmer and Wright; fourth, Billington and Ryan; fifth, Victor Anderson and Morton; sixth, West and Vanoni; seventh, Scheller and Crebs; eighth, Rupprecht and Wells; ninth, Hill and Drobach; tenth, Stein and Major. Distance, 53 miles.

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AMERICAN MOTOR COMPANY,
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BEATS LAWSON IN THE WIND-UP

Clarke Triumphant in Closing Program at Salt Palace Saucer—Walker Defeats Macfarland in Pursuit Match.

Salt Lake City, September 6.—In a blaze of glory and excitement the Salt Palace saucer's racing season for this year closed last night with a Labor Day program which included Clarke's defeating Lawson after each had won a heat in their match race, and Ernest Pye humbling Floyd Macfarland in a pursuit race for the third time this year. The Clarke-Lawson match was something for the local fans to smack their lips over until next Decoration Day, when the Salt Palace is to start its 1911 season.

To make matters clear, it is necessary to go back to Friday of last week, the 2d inst., when the first heat of the Clarke-Lawson match was run, but the rest of which was postponed because a rain storm stopped the program. On this occasion Clarke was the winner, leading all the way and withstanding Lawson's jump, which the latter attempted half a lap from the tape. Last night presented the situation of Lawson having to win two heats to be the victor in the match, while Clarke, with one heat to the good, needed only one more to make his win complete.

At the starting gun Lawson took the lead. Two laps from home Clarke jumped on the outside, but Lawson saw him coming. Holding to the pole line, Lawson tore off such a sprint for the whole two laps that Clarke could do no more than bring his head to Lawson's elbow as they crossed the line. The Lawson enthusiasts went mad with joy at this bringing of the two men on even terms for the third and deciding heat. The third heat was almost a duplicate of the second, with the important exception that the position of the two men was transposed. Clarke lead and with the pole line advantage outrode Lawson in the final speed splurge.

All the money went to the limit men in the mile pro handicap, and Gordon Walker won the quarter mile open by a two laps sprint ahead of the field. Pye only needed a mile and three laps to catch Macfarland in their pursuit match, and Colvin used two miles and three laps to dispose of Gemple in the pursuit grind for the amateurs. The summary:

Quarter mile open, professional—Won by Walker; second, Carslake; third, Brodbeck; fourth, Diefenbacher. Time, 0:29⅖.

Clarke-Lawson match—Second heat won by Lawson. Time, 2:40⅖. Third heat and match won by Clarke. Time, 2:40⅕.

One mile handicap, professional—Won by Diefenbacher (60); second, Brodbeck (70); third, Carslake (80); fourth, Hopper (50). Time, 1:50⅗.

Australian pursuit, amateur—Won by Colvin; second, Gemple; third, Givlin. Time, 5:15.

Pye-Macfarland pursuit match—Won by Pye. Distance, 1 mile 3 laps. Time, 3:09.

Defeat for Kramer at Providence.

Not even the prospect of seeing the sprint champion, Frank Kramer, engage in a five miles motor paced heat match with Elmer Collins was enough to draw a good crowd to the Melrose track, at Providence, R. I., on the 1st inst., although the small attendance well may be laid to the dampness of the weather. Collins took the first heat by two laps, despite the fact that Kramer early had a considerable lead. In the second heat he made his victory complete by setting a terrific pace, doing the five miles in 8:02⅖, and winning by almost four laps.

Saxon Williams, Fred Hill and Alfred Goulette, respectively, took the pro numbers, these being a half-mile handicap, a mile invitation and a five miles open, all three races being disappointing in respect to excitement at the finish.

Alvin Loftus, the local amateur, again delighted his adherents by taking both his events, the first a three-quarters mile handicap in which he started from scratch, and the second a two miles open. The summary:

Half mile handicap, professional Class A—First heat won by F. Krebs (50); second, Mitten (60); third, Hehir (scratch); time, 0:56⅗. Second heat won by Albert Crebs (55); second, Palmer (50); third, Williams (60); time, 0:55⅘. Third heat won by McCarthy (40); second, Vanoni (75); third, Lawrence (50); time, 55⅖. Final heat won by Williams (60); second, Mitten (65); third, Floyd Krebs (50); fourth, Vanoni (75); fifth, Albert Crebs (55). Time, 0:53⅖.

Three-quarters mile handicap, amateur—Won by Alvin Loftes (scratch); second, Charles Lewis (50). Time, 1:31⅘.

One mile invitation, professional—Won by Hill; second, Drobach; third, Menus Bedell; fourth, DeMara; fifth, Scheller Time, 2:32⅖.

Two miles open, amateur—Won by Loftes; second, Lewis; third, Johnson. Time, 4:35⅖. Lap winner, Johnson.

Five miles motor paced match, Elmer Collins vs. Frank Kramer—Won by Collins in straight heats. Time, 8:33⅖ and 8:02⅖ (world's record).

Five miles open, professional—Won by Goulette; second, Hehir; third, John Bedell; fourth, Floyd Krebs; fifth, Menus Bedell; sixth, Hill. Time, 10:33⅗.

Motorcycle Races for Syracuse Fair.

Motorcycles will have their innings at the automobile meet at the state fair, Syracuse, N. Y., on the 17th inst., the Syracuse Motorcycle Club having arranged to put on a card of events. It will include two five miles open, a five miles free-for-all and an event for club members.

GOULETTE TOO STRONG FOR ROOT

Outrides Him in a Human Paced Ten Miles Match at Newark—Canada's Champion Rides a Race.

With enough of the pursuit racing element in the contest to permit him to exhibit his mastery in the art, Alfred Goulette took Edward Root's measure in a 10 miles human paced match race at the Velodrome, Newark, N. J., on Sunday afternoon, 4th inst. The men started from opposite sides of the track. Paced by Wells, Palmer, Hill, Hehir and Krebs, the Australian kept cool while Root, with Anderson, Drobach, Stein, Bardgett and Rupprecht as the pacemakers, hit up a furious clip for the first two miles, but when Root slowed with fatigue, the Goulette train opened the throttle and overtook him in the third mile. Root later put up a battle and passed, but in the ninth mile Goulette breezed by and was three quarters of a lap to the good at the gun.

After failing to qualify in the half mile handicap, Frank Kramer made a brilliant ride in the finishing lap of the three miles pro open, and from a bad place in the field made a surprise finish that beat out Patrick Hehir by inches.

Walter Andrews, who won Canada's amateur championship honors this year, was permitted to compete as an "imported amateur" in the quarter mile national amateur championship, despite the fact that he not long ago competed in Toronto with Fred McCarthy, a Class B professional. He got fourth. Jerome Steinert by winning the event now leads in the race for the title with 8 points. Herman Kjeldson was second, against Chester Smith. The two miles amateur handicap was taken by Adam Beyerman, from 70 yards, with Bert Cohen, 220 yards, trying to hold him off. The summary:

Quarter mile national championship, amateur—Final heat won by Jerome Steinert; second, Herman Kjeldson; third, Chester Smith. Time, 0:30⅗.

Half mile handicap, professional Class A—Won by Billington (50); second, Schlee (75); third, Stein (40); fourth, Lawrence (65); fifth, Bardgett (40). Time, 0:54.

Three miles open, professional Class A—Won by Kramer; second, Hehir; third, Wright; fourth, West; fifth, Hill. Time, 6:24.

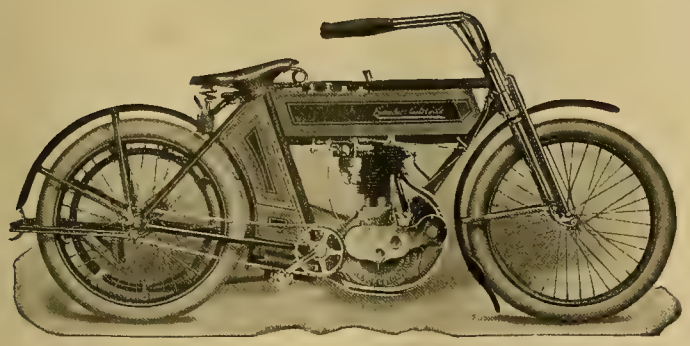
Ten miles human paced match, professional, Alfred Goulette vs. Eddie Root—Won by Goulette. Time, 23:20.

Milwaukee Club Plans Track Events.

Arrangements have been completed by the Milwaukee (Wis.) Motorcycle Club to put on a series of races in connection with the automobile meet at the state fair on the 24th inst. The program is in course of preparation.

GOING SOME!

One of the most hotly contested speed carnivals of the year was held at Peoria, Ill., on September 5th. As usual, the



EXCELSIOR AUTO-CYCLE

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winning 18 prizes out of 30 and first in 5 events out of 10.

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RECENT PATENTS.

959,509. Coaster Brake. Charles Glover, New Britain, Conn. Filed Dec. 18, 1908. Serial No. 468,125.

1. In a coaster hub, a hub proper, a brake therefor comprising a brake drum carried by the hub, a brake strap located externally of said drum, actuating means for said brake strap arranged within said drum, means for connection between the actuator within the drum and the strap external of the drum, including toggle levers.

960,697. Carburetter. Louis Plein, Chicago, Ill. Filed July 26, 1909. Serial No. 509,666.

1. In a carburetter, the combination of a fuel duct therefor; a stationary needle valve stem for said duct; a perforated plate adjustable toward and away from said needle valve; a tubular member yieldingly mounted over said plate; and means connecting the interior of said tubular member with the intake of an engine, substantially as described.

960,710. Free Wheel Cycle Hub with Brake Mechanism. Ernst Sachs, Schweinfurt, Germany. Filed Oct. 2, 1908. Serial No. 455,887.

1. In a free wheel cycle hub the combination with driving means, of a brake for the wheel, and means interposed between said brake and the driving means and operatable to actuate said brake, said interposed means including a rotatable member adapted to engage said brake and operatable to throw it into braking contact with the hub and a clutch interposed between said rotatable member and said brake and adapted to lock the two together when the former actuates the latter.

960,736. Coaster Brake. Patrick W. Toohey, Colorado Springs, Col., assignor to The Sterling Novelty Company, Colorado Springs, Col. Filed Nov. 9, 1909. Serial No. 527,040.

1. In a device of the class described, the combination with the fixed axle, of a driving element revolubly mounted thereon and including a surrounding sleeve having oppositely pitched threads, a hub revoluble about the axle and having an internal key seat, a friction element having a spline in the said seat, and nuts mounted upon the respective threads, adapted to frictionally engage the said element during their movement toward each other.

961,104. Means for Automatically Inflating Pneumatic Tires. Roger Connell, Westport, New Zealand. Filed July 12, 1906. Serial No. 325,932.

In a tire inflater of the class described, in combination, a tubular union, a flexible piston rod passing slidably through the union, a cap fixed to the top of the piston rod and having perforations, a plunger to which the cap is screwed and having a valve seat, a spring operated valve fitting the valve seat, a hollow seat upon the plunger, nuts screwed upon the neck cupped leather washers and attached to the union, and a valve casing having a large internal diameter and through which the piston rod passes, and to which the union is attached, as set forth.

961,590. Valve for Carburetter and Other Apparatus. Arthur E. England, Boston, Mass., assignor of one-half to James A. Yantis, Malden, Mass., and one-half to Frank P. Woodbury, and Willis Du Bois Pulver, Salem, N. H. Filed Jan. 29, 1908. Serial No. 413,475.

1. The combination, in a carburetter, of valve and two springs pressing oppositely thereon; the one spring being relatively weaker and yielding to allow opening of the valve and returning elastically to close it and the other spring being relatively stiffer and constituting a stop for the closing movement of the valve and first described spring; the relation between the springs being such that the stiffer spring is approximately incompressible by the weaker spring, forming a cushion stop for the valve but not substantially participating in the travel of the valve when the valve opens; there being means constituting a complete support for both springs adjustable in position with respect to the valve seat; and said valve being located in a passage in the carburetter, open to the suction of a motor fed by the carburetter, and the opening of the valve being actuated by said suction.

961,676. Speedometer. Leon E. Blanchard, Boston, Mass., assignor to Reliance Speed-Meter Company, Boston, Mass., a Corporation of Maine. Filed Nov. 24, 1909. Serial No. 529,729.

1. In an instrument of the class described, in combination, an inclosing case open at its top and provided with a removable cover therefor, a speedometer movement provided with a supporting frame located in said case, a support within the case for said frame, and a pin and socket connection between said frame and said support for centering said frame within said case, substantially as described.

962,604. Spark Plug. Gregor Walzell, New York, N. Y. Filed Sept. 3, 1909. Serial No. 516,068.

A spark plug provided with a cap, an inclosed charge of platinum sponge, an open work keeper that confines the platinum sponge within the cap, a first electrode centered upon the keeper, and a second cooperating electrode.

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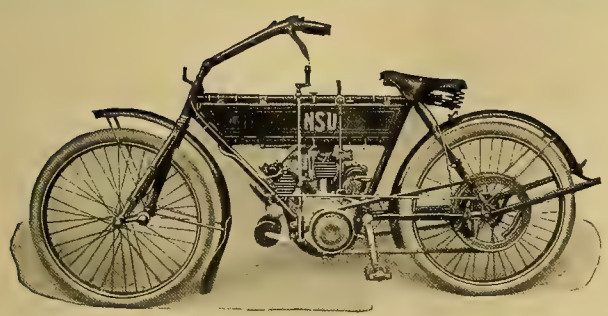
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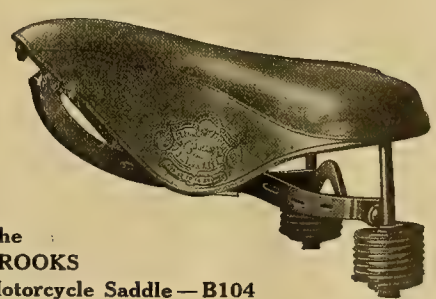
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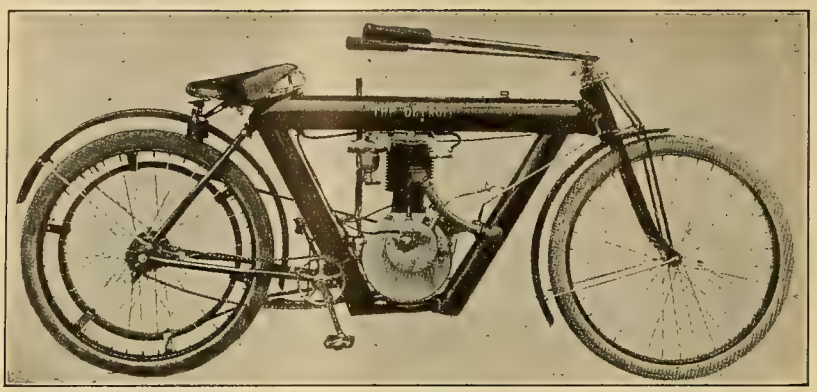
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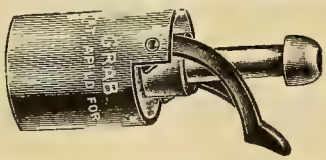
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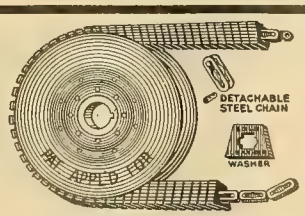
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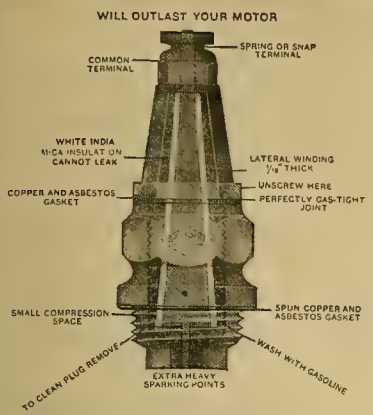
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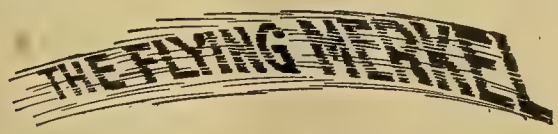
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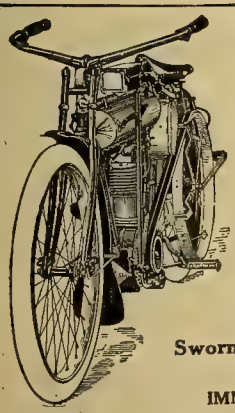
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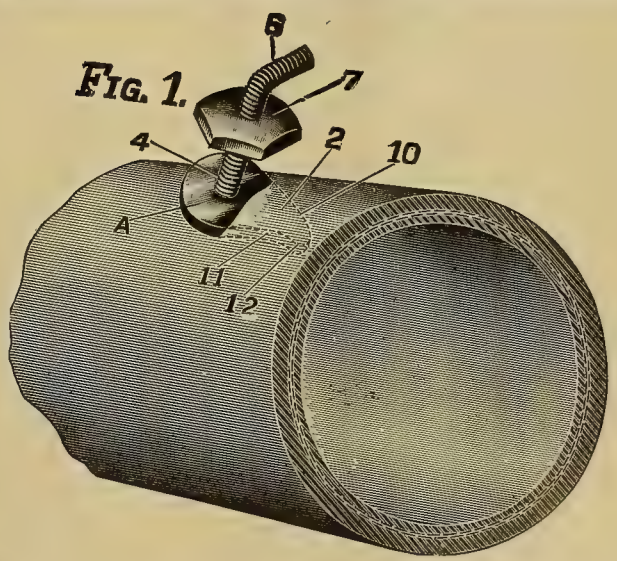
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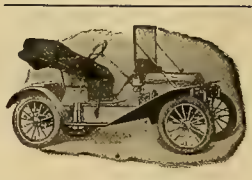
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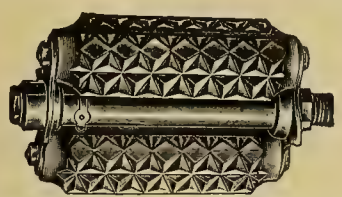
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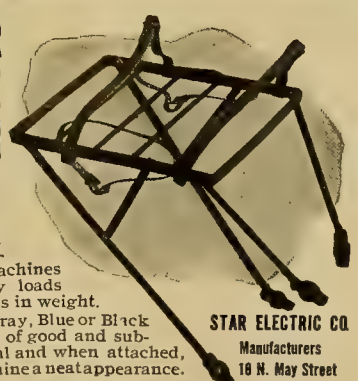
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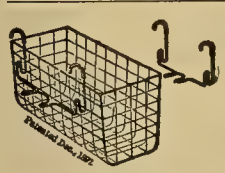
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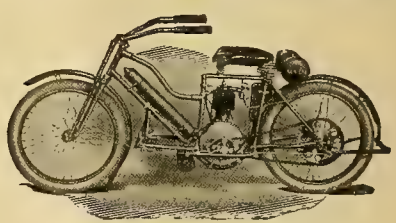
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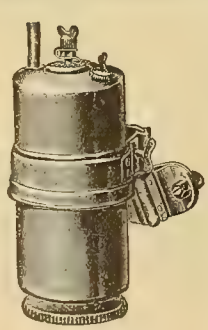
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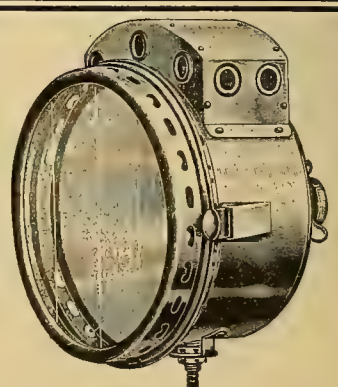
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We have an interesting proposition to dealers. Address Dept. B,

THE MOTOR CAR EQUIPMENT CO., 55B Warren St., NEW YORK



Searchlight

Kokomo Tires

are
not
merely

Good Tires

but
are
the

Best Tires

it is
possible
to
produce.

Kokomo Rubber Co.

Kokomo, Ind.









Thor Motorcycles for Endurance



S. W. Nicholson on His THOR IV Mid the Mud Roads of Indiana.

Thor Motorcycles are built to satisfy the most particular rider. They will consistently perform under the most strenuous conditions imaginable. Every reciprocating part is ball bearing. We do not employ the old style flat bearings. The *Thor* IV delivers an actual 4 H. P. to the rear wheel. If you are interested, WRITE.

Winner of the F. A. M. and Indianapolis Endurance Contests.

AURORA AUTOMATIC MACHINERY CO.

Thor Building — **Chicago, Illinois**

DISTRIBUTORS:

A. FREED, San Francisco, Cal.
J. S. LENG & SONS CO., New York, N. Y.
MOTORCYCLE SPECIALTY CO., Boston, Mass.
GUS HABICH, Indianapolis, Ind.
FRED WILLIAMS, Denver, Col.
McGRAW BROS. CO., Jacksonville, Fla.

POPE BICYCLES

1911 Announcement

THE "SEASON OF 1911" in the bicycle trade opens with the announcement of 1911 Pope Bicycles. It was so thirty years ago—it is even more so today. The leading position of Pope Bicycles is the logical result of making the finest and most up-to-date bicycles, of anticipating the requirements of the trade instead of falling in behind, and of the service rendered dealers when others failed them.

1911 Models Now Ready—Perfected to the Highest Degree

The 1911 Pope Bicycles are now ready. Every spot susceptible to betterment has been improved until there is not a machine but what is perfected to the highest degree. It can truly be said that "Pope Bicycles *make* good because they are *made* good."

1911 Catalogues in Preparation	Pope Traveling Men are Out and On the Way

Business Prospects Fine—A Good Bicycle Year Assured

Orders Should Be Placed Early

The latest and most definite news regarding crops is of a favorable nature and the mercantile agencies report trade looking up generally. The prospects point to good business conditions in 1911 making doubly sure a bumper bicycle year.

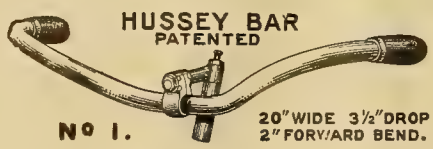
Many dealers were too conservative in 1910 and our advice to such is that they profit by their experience of last year and get in orders early.

Pope Service

The service rendered our dealers in 1910 stands out conspicuously. All these dealers will testify to the splendid care taken of their orders throughout the year and especially when such service was doubly valuable—during the most strenuous period of the rush season. This service was made possible only by the magnificent facilities and fine organization of our Westfield plant. It is at the command of all Pope dealers at all times.

The Pope Manufacturing Co.

HARTFORD : : : CONNECTICUT

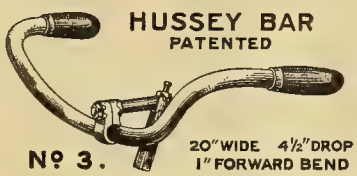


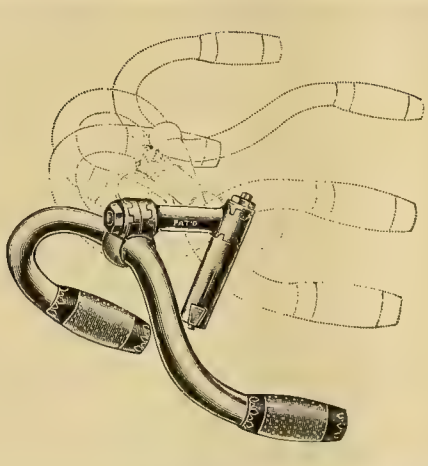
Hussey

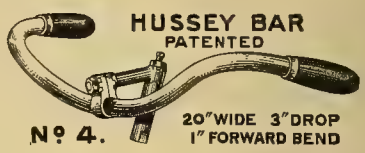


HANDLE BARS

The Recognized Equipment on All Bicycles of Reputation





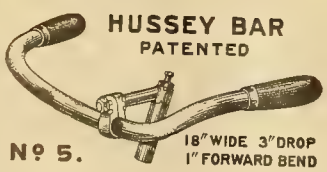


45 Different Positions Without Removal from Fork Stem

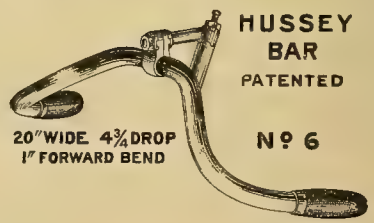
Specify Them on Your 1911 Bicycles

THEY HELP SELL

The Consolidated Manufacturing Company



1709 Fernwood Ave.
TOLEDO, OHIO



"The Severest Endurance Run Ever Held"

The Indianapolis-West Baden run held September 4th and 5th, 1910, has thus been described by all who participated in this event. Out of 54 riders who started only 2 completed the course. Both rode

G & J TIRES

and their opinion of them is best expressed in their own words:

Mr. S. Nicholson riding a Thor IV on which he made a perfect score in the F. A. M. Philadelphia run says:

In the Endurance Run from Indianapolis to West Baden on September 4th and 5th, I rode your tires, and want to express to you my perfect satisfaction with the service which these tires gave me, as they were without doubt a very important factor in the score I made, and gave me as much if not more satisfaction than any other tires which I have previously ridden.

The run was undoubtedly the severest one in which I have ever participated, and when I say that I never even applied a pump to my tires on the whole of the run, I am saying all that need be said for any tire.

You are at liberty to use this letter as you think fit.

Mr. P. B. Whitney, manager of the Indian branch in Chicago, who rode a 5 H. P. Indian says:

I have never had but one opinion as to which tires were the best, and when I say that the G & J tires rank ahead of anything I have ever seen or used, I am speaking just as I feel. The recent Endurance Contest from Indianapolis to West Baden and return only tends to strengthen my opinion of your product and makes me, if possible, a stronger booster of your tires than I was before. I had absolutely no trouble.

The manufacturers of both these makes of motorcycles have contracted for G & J Tires as equipment for their 1911 machines.

G & J TIRE CO.
Indianapolis, Ind.

FISK *Quality* BICYCLE TIRES

FISK Quality is obtained only through careful attention to every minute detail of tire manufacture.

FISK NO. 88-H ROAD TIRE is a Thread Fabric tire, with the tread thickened by a high grade rubber. Suitable for road work, fast and especially resilient.



FISK THREAD FABRIC: Threads run only one way in each layer of fabric. When the tire is inflated each thread is drawn from end to end under tension as a bowstring. This fabric is more pliable and resilient than in the other constructions.

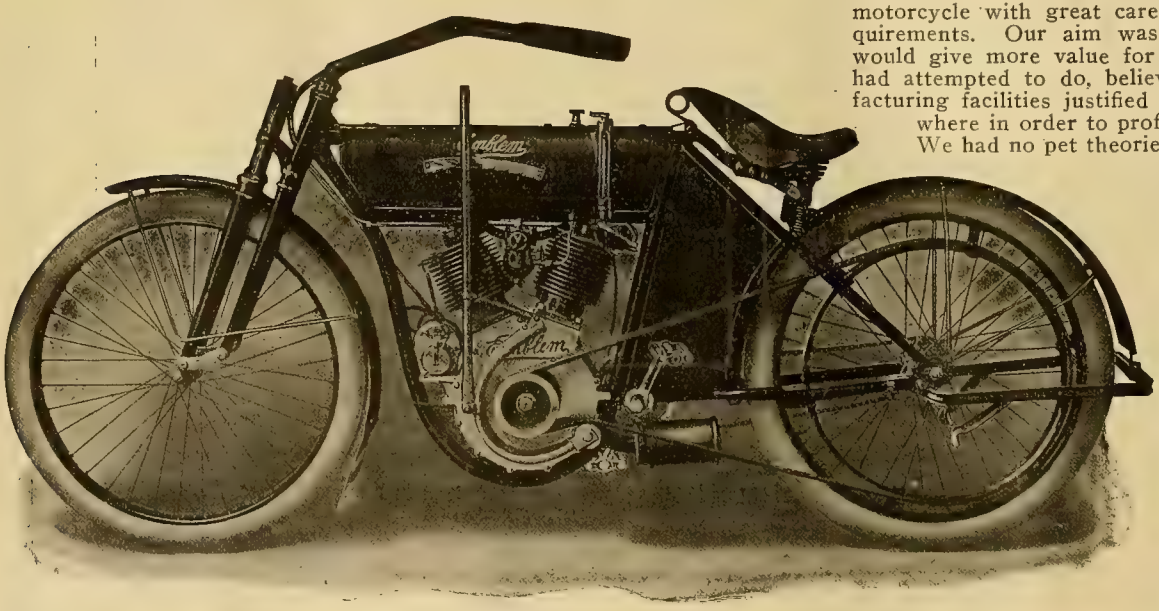
Write for illustrated booklet and prices of Fisk Bicycle Tires.

THE FISK RUBBER COMPANY

Department E — *Branches in Twenty Cities* — Chicopee Falls, Mass.

We didn't attempt to build a motorcycle until we satisfied ourselves we could build a good one—

The result is we have had no apologies to offer, no mistakes to live down. We went about the construction of a motorcycle with great care, studying conditions and requirements. Our aim was to produce a machine that would give more value for the money than anyone else had attempted to do, believing that our superior manufacturing facilities justified it. Then we searched everywhere in order to profit by the experience of others. We had no pet theories to "exploit," no "inventions" to develop. It was simply a matter of business to produce the best for the money. Judge for yourself.



Full length triangular reinforced frame; ball bearing engine; large valves; interchangeable ignition system; copper tanks; horizontal saddle post — these are only some of the Emblem features.

4 and 5 H.P. SINGLES
7 H.P. TWINS

We are now ready to talk 1911 agency propositions. Better speak quickly for live agents have a habit of snapping up Emblem offerings.

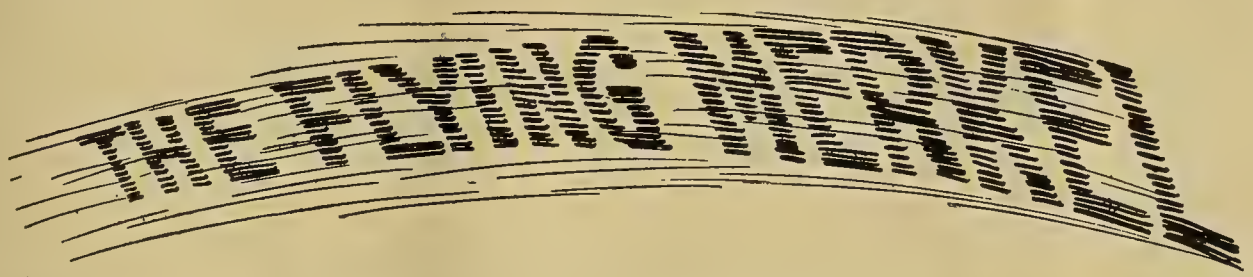
EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal.. for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.

a good haul



YOU'VE probably noticed that we've been landing a few of late. Here are some of the most recent winnings of



Salt Lake, August 29th—
Clean sweep of all 5 events and 2 seconds to boot. Whittler making the 5-mile Open Professional in 3:41, establishing a new World's Record.

Salt Lake, September 1st—
4-mile Open Amateur, Graves, 1st.
5-mile Open Amateur, Graves, 1st; Ward, 2nd.
5-mile Open Professional, Whittler, 1st.
5-mile Match, Whittler, 1st.
5-mile Professional Open, Mitchell, 1st.

Louisville, September 3rd—
15-mile Pursuit—Merz, 1st; Baker, 2nd.
10-mile Handicap, Baker, 1st.
10-mile Free-for-all, Flying Merkel got 2nd and 3rd.

Denver, September 4th—
Broke all track records from 1 to 10 miles; time, 9:03⅗; fastest mile in 51 seconds; also won the Free-for-all. Three lap dirt track.

Salt Lake, September 5th—
Graves won both Amateur Races, one 4-mile Open and one 5-mile Amateur, with Ward, on Flying Merkel, second in both.
Whittler won 5-mile Open and Special Match Race.

Louisville, September 5th—
5-mile Open—Merz, 1st; Baker, 2nd.
1-mile Time Trials, Merz and Baker tied for the fastest time, :56⅗. Track muddy and slow.

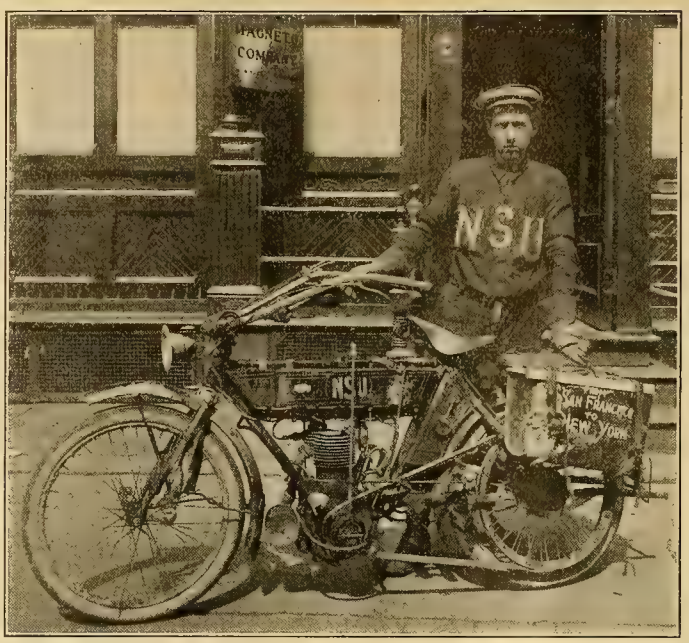
Washington, September 5th—
Won 10-mile, and second in the 20-mile.

Not only has the "Merkel" speed and power, but it is the *only* motorcycle with a spring frame and spring fork. A rough road has no terrors for a man who rides a "Merkel." Catalog "D" on request.

Merkel-Light Motor Co.

POTTSTOWN, PENNSYLVANIA

MEMBERS OF M.M.A.



Streiff's Great Transcontinental Record—3836 Miles in 28 Running Days on a Bosch-Equipped N. S. U.

Mr. Streiff on a Bosch-Equipped N. S. U. alone and unaided came from San Francisco to New York in 28 actual riding days. He braved the terrors of the Rockies, plowed his solitary way across the 500 miles of Nevada desert, plugged through the clay and gumbo mud of the Middle West, forded streams and rode on from Buffalo after being temporarily laid up.

Undoubtedly the greatest motorcycling endurance test—it demonstrated not only Streiff's nerve and pluck but efficiency, force and power of a Bosch-Equipped single cylinder N. S. U. Neither the Bosch Magneto nor the Bosch Plug needed any attention during the entire trip.

Is Yours Bosch-Equipped?

BOSCH MAGNETO COMPANY

223-225 West 46th Street, New York

Chicago Branch
119-121 East 24th Street

San Francisco Branch
357 Van Ness Avenue

Detroit Branch
878 Woodward Avenue

Pittsfield Motorcycle COILS

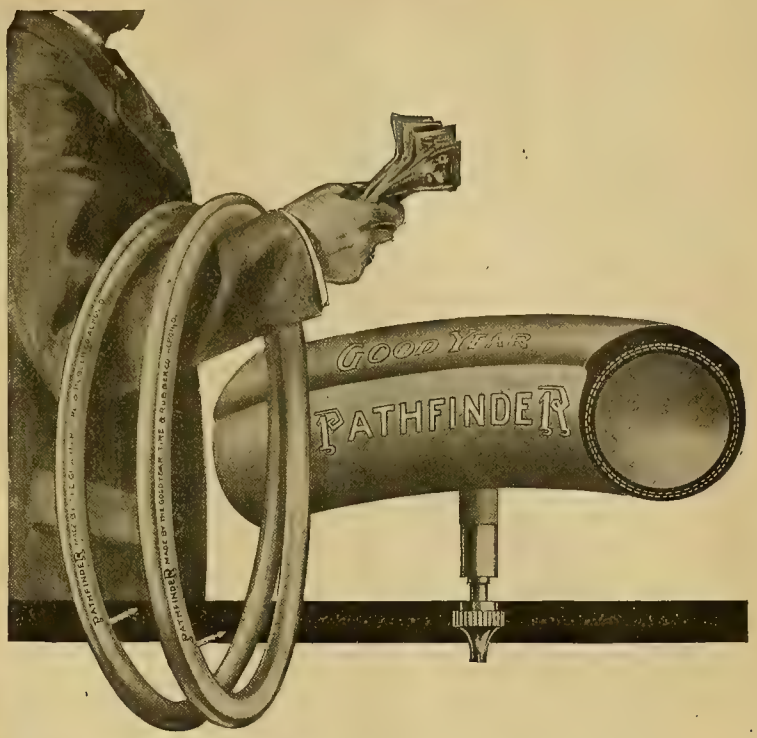
provide a sure, sharp, hot spark from even a faint primary. No motorcycle service is hard for them, or can lessen their remarkable efficiency.

Supplied with either flat or conical end. The one cylinder, four lead Pittsfield Coil sells for $8.00, and the two cylinder, five lead Pittsfield Coil sells for $9.00.

Pittsfield Spark Coil Co.

DALTON, MASS.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.



You Make More Money on Tires

when your customers save money on tires by buying from you the kind that can be repaired—The Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back.

Pleased customers are also the best advertisers in the world. They bring others to you.

There's one secret of the Goodyear Pathfinder's wonderful popularity. It can be repaired either by plugs or vulconization.

That gives the owner a run for his money.

A different story from that of ordinary tires, many of which will not take repairs at all.

Goodyear Pathfinder Single Tube Tires are made of the finest grade of Para rubber, as nearly pure as possible to put in a bicycle tire to vulcanize properly.

There are cheaper rubbers that would look just as well. We could even take rubber from old worn out tires, overshoes, etc., and make a tire that would pass muster as far as looks are concerned. But it is service as well as looks that sell the Pathfinder.

The fabric in the famous Goodyear Pathfinder is a special closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

Notice the Pathfinder's cover—you never saw a tougher one. Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

More than 600 dealers—one to a town in all parts of the country—are now doing a big business on the Goodyear Pathfinder. Are you one of these?

Write us if we are not represented in your town and see what there is in it for you. Start a letter today!

The Goodyear Tire & Rubber Company

Moal Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 E. Seventh St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.

RACYCLES THEIR OWN SALESMEN

In these days when one dealer is bucking a dozen other dealers, and all are after the business, the following may seem strange, but, nevertheless, it is true.

H. R. Moore, the local bicycle man, agent for the Racycle, recently received a demonstrator of the new Racycle motorcycle. Mr. Moore, however, was not contemplating entering the motor end of the business and so did not make any endeavor to boost the motorbike.

Much to his surprise, a few days later two of his customers on seeing the model immediately ordered duplicates, both of which Mr. Moore has just delivered.

Seeing that the Racycle "Motorbike" sells so easily, Mr. Moore will probably enter the motorcycle as well as the bicycle business.—From the San Diego (Cal.) Sun, August 13th, 1910.

Mr. Dealer

DO WE HAVE TO SAY ANY MORE?

THE MIAMI CYCLE AND MANUFACTURING COMPANY

Middletown, Ohio

F. M. JONES
Pacific Coast Distributor
Sacramento, Cal.
Los Angeles, Cal.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Vol. LXI. New York, U. S. A., Saturday, September 17, 1910. No. 26

ROLLER CHAIN CAMPAIGN BALKED

Enterprise of an Enthusiast Encounters an Unexpected Check — Why He Has Stopped Making Converts.

If the cyclists of New York and thereabout do not know more of the merits of the half-inch roller chain, it is not the fault of H. A. Gliesman, the enterprising New Yorker who comprises the Tiger Cycle Works. Gliesman has had personal experience with the chain and knows what a sweetly-running article it is, and when, therefore, it began to be talked about in a small way, he saw an opportunity that yawned and prepared to make the most of it. He logically reasoned that there were scores of riders who, once the subject properly was brought to their notice, would easily be persuaded and be glad to have their old bicycles fitted with the chain which practically has swept the block type off the foreign market. His shop has splendid facilities for that sort of work, and his plans were quickly made.

"But I have had a rude awakening," said Gliesman in speaking of the matter. "I could get all of the half-inch pitch roller chains I wanted, but not a sprocket could I obtain to fit them, that is, not unless I practically stocked up to the roof with them. I wrote to every one who I ever heard was making sprockets, but none of them had the half-inch pitch patterns and the only way I could get them made was to place orders for lots of 1,000 or more. Of course I could not use such quantities and perforce I had to abandon my plans."

New York Trade to Complete Organization.

The meeting to complete the organization of the Cycle and Accessories Dealers' Association of Greater New York will occur on Monday evening next, 19th inst., at "Marin's," 295 Seventh avenue, Manhattan. The constitution and by-laws then will be adopted and officers elected, and as the nominating committee has prepared a slate containing at least two nominations for each office, interest cannot fail to be sharpened. Since the preliminary meeting, a score or more of names have been added to the charter membership list and an unusually large gathering seems assured.

Spurious Spencer "Touches" Dealers.

Somewhere in the Middle West there is an individual introducing himself as Charles S. Spencer and claiming to be a representative of the Hendee Manufacturing Co., of Springfield, Mass., who has no right to the name Spencer nor to represent himself as a Hendee employee. The bogus Spencer is pursuing the usual game of calling on motorcycle agents and obtaining money under various pretenses. The genuine Spencer, who has been connected with the Hendee establishment for a number of years and who holds the 24 hours motorcycle record, remains at the factory in Springfield and does not represent it in a traveling capacity in any way.

Marathon Moves to New Haven.

L. E. Rhodes, who had been building the Marathon two-cycle, two-cylinder motorcycle at his machine shops in Hartford, Conn., has removed the motorcycle part of the business to New Haven, Conn. The manufacture of the Marathon is being continued in the latter city at the plant of George G. Prentice & Co., Inc., which affords better facilities for doing the work.

For the Handling of Fisks in Texas.

The Fisk Rubber Co. of Texas has been organized by local capital in San Antonio to handle Fisk tires in the Lone Star State. In addition to maintaining headquarters in San Antonio, distributing depots will be located in Dallas and Houston.

THE BARGAIN THAT WENT WRONG

Being a Story of the Danger of Buying from Disgusted Persons — What Happened to Vogel.

On Sunday last, Mr. John Doe, a near relative of Richard Roe, made the acquaintance of Mr. Perrit Vogel. The meeting occurred in J. C. Foley's motorcycle garage, Jerome avenue and 165th street, New York City. Mr. Vogel was possessed of a 1909 twin Indian, with which he was very much disgusted—not that the machine had not rendered good service but, if you believed him, he had sustained a couple of falls which had thoroughly converted him to the advantages of a single cylinder mount. He had a patch of dust on his trousers which at least was circumstantial evidence of contact with earth, and his disgust was so great that he was anxious to be rid of the machine. He would sell it for something less than a song. Mr. Doe, whose identity is not so well defined that everyone can distinguish it, happened to be in Foley's place when Mr. Vogel called, and as he was in the market for a twin at a musical price they struck up a mutually opportune acquaintance.

Vogel asked $100 for the Indian and Doe, although he didn't commit himself, was not unwilling to pay that amount, after observing that the machine was in good concondition and fitted with a Bosch magneto and nearly new G & J tires. Before closing the deal, however, he desired that the practiced eye of Foley be run over his prospective bargain. When the Foley eye had completed its work, the Foley opinion was that the mount was a bargain indeed.

While not binding himself to pay the price, Doe made an appointment to meet Vogel later and definitely say aye or nay,

but, as proof of good faith, he peeled a $5 bill from a plump roll, betokening artistic prosperity, and handed it to his new found acquaintance. It was to serve as a forfeit, or deposit, or whatever one may be pleased to call it. When the two did meet later in the day, the Indian was not at Foley's but Vogel himself was there. He had decided to have one last ride on the twin, and—curse his luck!—he had sustained another nasty fall. It had increased his already great disgust to such proportions that if Doe would take the machine off his hands at once he would let him have it for $75.

"You're on," responded Doe, "but I want to take another look at the machine before I pay the money."

Impressing Percival, the young man who watches over the Foley establishment when the good natured proprietor is absent, Doe and Vogel and Percival hopped on a street car and journeyed to the place where Vogel had left the machine after his last spill, which had knocked $25 off his first price. Doe paid the carfare. When he saw the machine it was minus gasolene and he also forked over 20 cents for one gallon thereof. The motorcycle worked to his satisfaction and the thoughts of being possessed of such a rare bargain impelled him to slip what is vulgarly called a 25-cent tip into the palm of an attendant in the establishment. There remained nothing else for him to do except to hand the $75 to the disgusted Mr. Vogel. He agreed to meet him at Foley's and pass it over that evening, when the machine was delivered. Prompt to the minute he kept the appointment. But on this occasion he was not the only man who was eager to meet his engaging young friend. A police detective also awaited him—that is, awaited Vogel. As a result, instead of receiving $75 in cash in hand, Vogel received a pair of nippers on his wrist. He simply was a clever young thief. Doe's bargain was a stolen machine and the detective had run him down just in time to save Doe's $75.

It was not the first thing the young man had "borrowed without permission." Of good family, he had turned out to be the black sheep, and had done so well in his chosen calling that he has a taxicab to his list of thefts.

Vogel is now in jail, and if anywhere there is anyone who has a twin Indian which he would like to sell for $100, or thereabouts, the full name and address of the would-be purchaser can be obtained on application to J. C. Foley, at the Jerome avenue address. Such person, however, must produce his bill of sale and otherwise prove title to the property.

Jones Takes the Motor Racycle, Too.

F. M. Jones, of Sacramento, Cal., who long has been the Pacific Coast distributor for the Racycle line of bicycles, has taken on the motor Racycle also, and is placing agencies through California and Nevada. In addition to his main establishment at 1013-15 Ninth street, Sacramento, he has located a distributing branch at 639 South Spring street, Los Angeles, in charge of R. M. Thompson, and one at 204 Telegraph avenue, Oakland, in charge of Al Meyer, while a third store is maintained at 74 South Second street, San Jose.

Chain Tool for Roadside Repairs.

Designed to remove either countersunk or oval-head rivets, a handy road repair device known as the Bean chain tool, has been brought out by the Empire Auto Specialty Co., of Berea, Ohio, under patents granted in May of last year. As shown by the accompanying illustration, the tool consists of two main parts, one of which is the handle containing the jack screw for forcing the rivets out. This



handle is reversible and has a double threaded part, one end of which is pointed to enter the center of a countersunk rivet while the other is cup-shaped so that it may be used where the rivet end is of the oval type. The device sells for a dollar, giving rise to the phrase "a bean for a bean," which has been coined for its exploitation.

Morgan & Wright Open Branch in Denver.

Morgan & Wright, of Detroit, Mich., have opened a branch in Denver, Col., where a complete stock of Morgan & Wright tires and tubes will be carried. The new branch is located in the Majestic building, 217 Sixteenth street. James Maginnis, one of the best known salesmen on the company's staff, and Henry Althens, formerly in charge of the tire department of the Fry & McGill Motor Supply Co., Denver, have been put in charge.

Hartford Tire Men in Conference.

The annual conference—the fifteenth—of the management, branch managers and travelers of the Hartford Rubber Works Co. occupied three days of this week. The business transactions occurred at headquarters in Hartford, but one day was devoted to a banquet at Morris Cove.

Two Great Companies to Consolidate.

Amalgamation of the Birmingham Small Arms Co., one of Great Britain's cycle and parts companies, and better known as the B. S. A. Co., is indicated as about to take place with the Daimler Motor Co., one of the prominent English motor car manufacturing concerns. The authorized capital of the B. S. A. is $5,000,000 and that of the Daimler $2,500,000. It is expected that the B. S. A. interest will dominate in the merger.

Premier Discloses Shrinkage of Profits.

Among the first of the big British cycle manufacturers to issue its annual report for 1910, the Premier Cycle Co., Ltd., discloses in its statement to the stockholders that despite a substantial reduction in its operating expenses its net profit for the year is less than half of that for last year and about a quarter of that for 1908. The company's transactions for 1910 resulted in a net profit of $31,565 as against $68,205 in 1909 and $112,255 in 1909. The concern has a capitalization of $875,000 and it is only by drawing on part of the $20,845 which has been carried forward from last year's operations that it this year is able to pay its regular 7½ per cent. dividend on the $625,000 of preferred shares. The holders of the common shares, who last year received 7½ per cent., will receive no dividend this year. Enjoying a reputation for conservative and careful management, the Premier company shows tangible net assets amounting to $1,022,595, considerably in excess of its capitalization.

Mesinger Books Big Saddle Orders.

H. Mesinger, of the H. & F. Mesinger Mfg. Co., this week returned from a three weeks' trip through the Middle West, which he reports was one of the most successful business journeys he ever has undertaken. Among other things he states that he booked orders for 25,000 saddles.

G & J Changes Subsidiary's Name.

The G & J Tire Co., of Indianapolis, Ind., which for a long time has contained within itself a subsidiary company known as the Indianapolis Rubber Co., has changed the name of the latter to conform with its own. Court action has been taken changing the name to the G & J Tire Co.

Dealer Lang Suffers a Broken Leg.

C. H. Lang, the popular and energetic Harley-Davidson representative in Chicago, temporarily is "out of the running." While riding his motorcycle one day last week he was knocked down and painfully injured, his right leg being broken in two places.

Chapple Becomes a Merkel Traveler.

A. G. Chapple, New York City, has joined the staff of the Merkel-Light Motor Co., Pottstown, Pa., in a traveling capacity. His territory will comprise New England, and the states of New York, New Jersey and Pennsylvania.

NOW RIVALS GASOLENE FOR FUEL

Phenomenal Increase in the Use of a Coal Distillate—Its Cheapness and Volatility Recommend It.

While American and Russian exporters of gasolene are fighting tooth and nail for the trade of Continental Europe, and still more violently for that of the United Kingdom, cutting prices right and left, there has arisen a rival to gasolene, which bids fair to play an important part in the future development of the automobile and motorcycle industry. As J. I. C. Clarke, publicity manager of the Standard Oil Co., said when the question of gasolene supply recently was put up to him, "there is more than enough of the raw product in sight; the difficulty lies in the lack of facilities for distillation of the crude oil." This difficulty of distilling gasolene in sufficient quantities is one which is likely to continue for some time to come.

The recent phenomenal growth of the benzene industry in Germany and the United Kingdom seems, however, to point a way out of the difficulty. Benzene—not benzine—is obtained by destructive distillation of coal; every ton of coal yields nearly two gallons of rectified benzene. Its chemical formula is C6 H6 and its chemical name is Benzol. It is the nucleus of the almost unlimited number of organic compounds which make up all organic life, and which are all derivatives of C6 H6. Benzine, however, is an entirely different product. It is manufactured by fractional distillation of crude petroleum and is slightly less volatile than gasolene, which also is one of the products of distillation of petroleum.

The new gasolene is not what may be called a "dark horse." It has been known to the chemical industry for a long time; it is being used by millions of people daily all over the world; but in its application to internal combustion engines it is something of a novelty. For several years benzene has been used in Germany, where it is produced in great quantities, for the purpose of driving motors, automobiles and motor boats, as well as for use in many trades as a general cleansing liquid and in the manufacture of aniline colors. The recent rise in the price of gasolene has given an enormous impetus to the manufacture of benzene, and now the time has come when it not only is imported into France, but threatens to drive out of the French market the gasolene made in America, Roumania, Galicia and Russia.

The gasolene situation in France is an extremely interesting one. There is a duty of 12.50 frcs. per 100 kilos (or $22.50 per ton of 390 gallons) on gasolene manufactured from petroleum. The words "manufactured from petroleum" constitute the joker in the tariff law, for by means of it the 37,000 tons of rectified benzene (90 degrees) which enter into France every year over the German frontier are admitted free of duty, and thereby enabled to compete successfully with the gasolene imported from America. Benzene costs in Paris about 18 francs per 100 kilograms, or approximately 10 cents per gallon, while gasolene costs at least 20 cents a gallon. France consumes annually 19,000,000 gallons, 14,000,000 of which are imported.

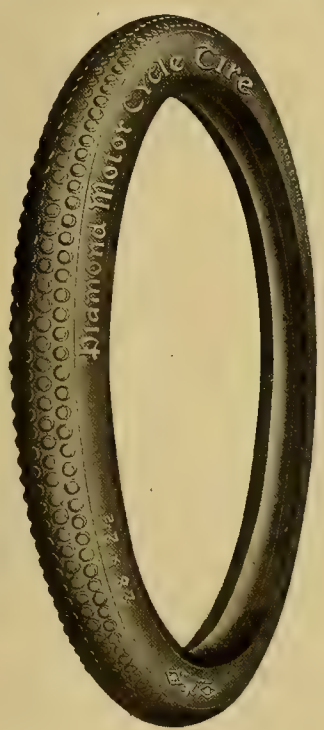
There is no doubt but that benzene could be manufactured in the United States just as cheap as or even cheaper than in Germany. The coal fields in Pennsylvania offer unlimited quantities of coal of poor quality which is particularly suited to distillation. The products, benzene, tar and coke, always are valuable. There really is no need of fearing a famine in gasolene, for benzene from coal tar can be produced easily and of a high quality.

The benzene made of coal tar differs in many respects from the present commercial gasolene. In the first place it is far more easily evaporated. Carburation is therefore much more thorough and easy. Being free from impurities, it leaves less residue after combustion.

The present production of benzene is distributed as follows: England and Wales, 13,650,000 gallons; France, 5,070,000 gallons; Germany, 27,300,000 gallons.

Studded Tread for a New Diamond.

With the growing appreciation of the need for protection against skidding and loss of traction in slippery going, a larger demand for studded tires for motorcycles has been created, and to meet the requirements in this direction the Diamond Rubber Co., of Akron, O., which added motor-



cycle tires to its productions something over a year ago, has brought out a new type of Diamond, having a studded tread. The rubber knobs on the tread, as shown by the accompanying illustration, are an integral part of the tire. They are carried well around to both sides as well as in the center of the tread, and their function is to prevent side slip or rear wheel spinning where wet pavements or greasy mud makes the going uncertain. As the studs wear down, the tire comes to resemble an ordinary smooth tread tire, except that the side studs last until the casing is completely worn out and always are ready to come into action in resistance to side slip tendency.

Treating the Belt with Vaseline.

That rubber belts, treated with vaseline, give better service than dry clean ones is the claim of an English motorcyclist who has ridden many hundreds of miles with such belts. The advice seems a little peculiar, in so far as rubber is well known to have a particularly strong antagonism against grease of any and all kinds. This rider, who obtains excellent results from his treatment, rubs plenty of vaseline upon the inner side of the belt, allows it to stand for some time and then cleans it off with a dry rag. The rider in question states that such treatment prevents slipping and keeps the belt in fine condition.

For the Removal of Rust.

To remove rust spots from nickeled surfaces, grease the rusty part well, allowing the grease to remain for some hours, then rub with a rag dipped in ammonia. This treatment will do away with most rust spots, but in obstinate cases, the rust should be carefully damped with a little diluted hydrochloric acid and wiped dry quickly. The surfaces so treated then should be washed with clean water, and when dry rubbed with polishing powder.

Brushing Belt Glaze and Grit.

To remove grit and dirt from leather belts, and also the glaze which they acquire, the belt should be taken off, coiled up flat as delivered by the makers, and in that shape vigorously brushed with a stiff wire brush—such as is used for cleaning brazed work. By this one process the grit is removed, and the belt sides again are roughened to a gripping condition.

Fisk to Open Five More Branches.

The Fisk Rubber Co. is about to extend its branch system to five additional cities, viz., Providence, R. I.; Rochester, N. Y.; Baltimore, Md.; Omaha, Neb., and Oakland, Cal. In all save Baltimore and Omaha, the branches will be opened on the 1st prox.; in those two cities the openings await the completion of the new buildings which are in course of erection.

When Answering the Call for Coaster Brakes—

whether for bicycle or motorcycle—the wide-awake dealer realizes that the

Corbins

Double the Chances of Making Sales

He is able to offer his cycling caller either the Corbin standard coaster brake or the Corbin two-speed.

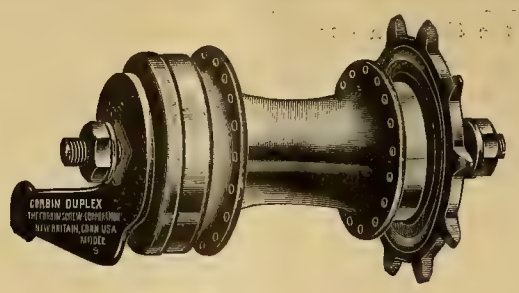
If his caller is a motorcyclist he can present either the Corbin standard brake or the Corbin back-pedalling bandbrake.

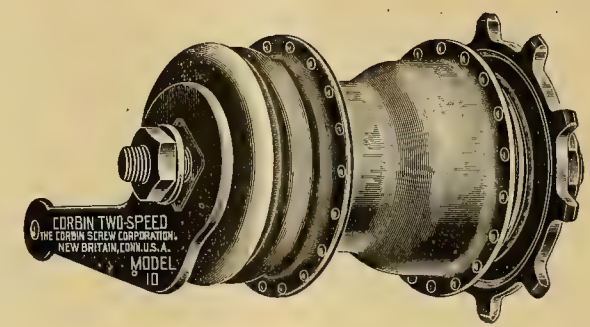
Affording so many strings to his bow is it any wonder that the Corbin line is so popular with dealers and such a business-builder and money-bringer?

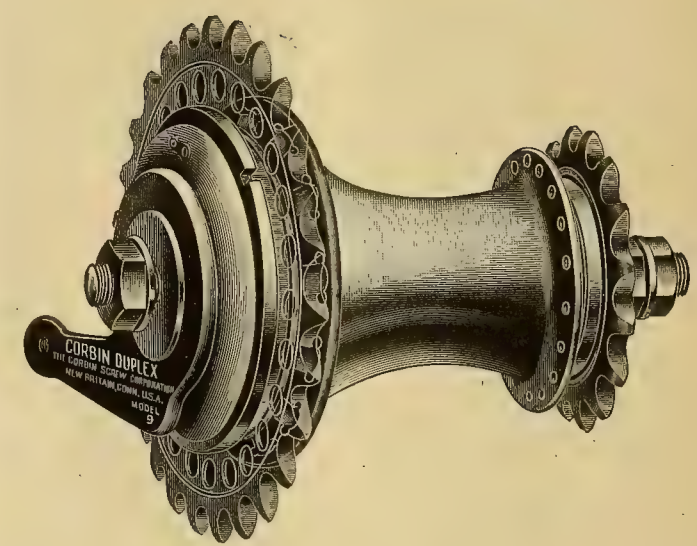
CORBIN SCREW CORPORATION

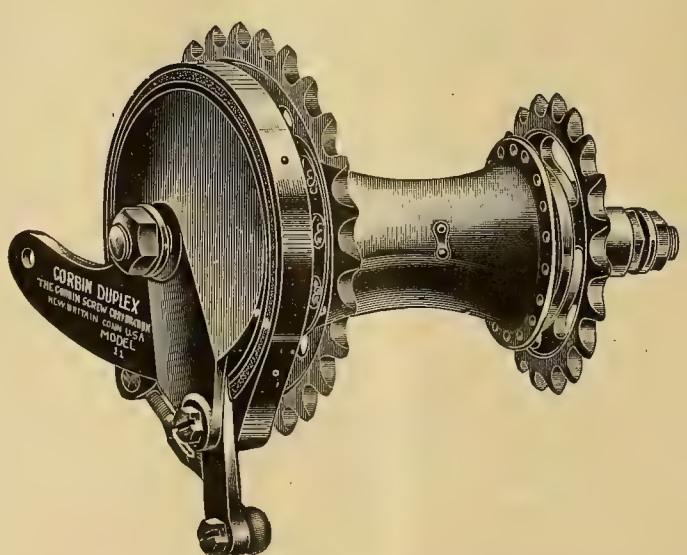
New Britain, Connecticut

Licensed Coaster Brake Manufacturers.









CORBINS

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NEW YORK, SEPTEMBER 17, 1910.

"I am always very anxious to get each issue of the Bicycling World and Motorcycle Review for I could not do without it. It is full of events occurring during the week in the bicycle line."—Gerard C. Chirichigno, Youngstown, O.

The Benefits of Getting Together.

It is a happy augury that the cycle trade of Greater New York is in a fair way of being welded into a compact and purposeful association and that so many tradesmen have interested themselves in the project. There is much that the trade can do for itself if it but will set itself to do it and wholeheartedly enter into the doing.

The cycle trade long ago passed the fireworks stage, and now that after a period of semi-depression it has entered into an era of normal health and expansion, the men in the business are the ones who should assist that growth and strive to keep it free from abuses. An occasional getting-together is a good way of doing so. Among other things, it serves to convince commercial rivals that the "other fellow" is not possessed of a pair of horns and in general is not such a bad fellow as fancy or talebearers may have made appear, and that given half a chance he is disposed to do the right thing. If the workday of the average dealer and repairman is too long, of which there is no lack of evidence, the only way to shorten it is by general agreement. If a closing hour is mutually agreed on, and is adhered to, no one will suffer loss of trade. There are at least five days in the week when early closing easily is possible. To close too early on Saturdays would, it seems to us, be a mistake, as would failure to open Sunday mornings. Saturday evenings and Sunday mornings essentially are what may be termed the "pleasure riders' periods," and nothing that the embryo association can do to promote pleasure riding, as distinguished from the purely utilitarian use of either bicycle or motorcycle, should be left undone.

The matter of early closing appears the one that looms largest, but there are other subjects which merit attention and which doubtless will receive it in due course. Not a few of the troubles of all trades are due to misunderstanding and misinformation, and if the new association can smooth out such wrinkles as they develop, it will not have lived in vain. The creation of a grievance committee composed of disinterested men—a board of arbitration or board of appeals, if it may be so termed—usually is a good medium for the settlement of such differences as may arise, and if it has not already occurred to the leaders of the new movement it is worth their consideration and may immensely simplify the ends they aim to serve.

The Roller Chain for Bicycles.

That the half-inch pitch roller chain, which is in almost universal use abroad, deserves more consideration from American bicycle manufacturers than it has received, we are more than ever convinced.

Drawing from the experience of individual riders who had made use of the chain in this country, we several months since suggested that it was worth the attention of the trade. Since that time we ourselves have had experience with it and can say nothing but good of it. It is so quiet, so smooth, so sweet in action that it is difficult to believe that any rider who ever has become possessed of one would be wholly content thereafter with the inch block chain. It almost is a revelation in respect to its silence and smoothness. That it represents an improved means of power transmission appears to be a fair statement and anything of that nature should command notice.

We are given to understand that several years ago an American manufacturer made use of the half-inch pitch roller chain, that is, he offered it as an option, and had so little call for it that he withdrew it. We ourselves never were aware that the option was afforded, and it is reasonably certain that it was so little remarked by the manufacturer himself that not very many others knew that the chain was available. During the present year, however, another manufacturer has produced a special model on which this roller chain is employed and certainly his enthusiastic references to it would in themselves be sufficient to make the remainder of the trade sit up and do more than listen.

It is quite possible that the manufacturer who first adopts the chain as the regular equipment for his entire line and makes the most of its advantages will score such a hit that the others will be obliged to go and do likewise.

The growth of the touring spirit in not only motorcyclists but pedicyclists during the last two or three years has been not short of remarkable. We cannot recall a season when the newspapers in all parts of the country were so full of items reporting outings of the sort, both short and long, as has been the case this year; and of course mention of only a very small proportion of such trips ever finds its way into print. Not less remarkable than the number of tours is the number of tourists who have carried the necessary outfits and who "camped out" en route. It is a wholesome sign and a wholesome spirit and one that should be encouraged in every way possible. It gives the lie to one of the newer libels of bicycle, i. e., that its use now is almost wholly utilitarian and that touring is a thing of the past.

The lightweight motorcycle is a subject that will not down. The fact that so many of the well known and long established manufacturers in Great Britain have found it necessary or advisable to add lightweight models to their lines should give food for thought to their American contemporaries. However serviceable and however great may be the demand for present types, it remains our firm belief that once a lightweight vigorously is exploited there will be found to exist a wholly new and desirable demand that quickly will double the scope of the motorcycle.

RACING TIRES NEED FRESH AIR

Fogler is Expert Authority for the Idea—Tells of a Trick for Carrying Spare Silk Tires.

If the opinion of Joe Fogler is worth anything, and he has had experience enough to make it worth a great deal, fresh air pumped into the tires of a bicycle adds to its speed. Fogler, who has followed bicycle racing as a profession for a number of years, and who is close to the top of the heap, declares that few of the wise riders ever engage in an important race without first letting all of the old air out of their tires and replacing it with a charge of fresh atmosphere. They figure that oxygen, even in the tires, means speed and as there is less oxygen in stale air than in the fresh element the fresh air is well worth while.

Fogler, like all of the professional racing men, uses the marvelously light silk tires in vogue in France, which average only about 12 ounces per pair. In addition to using them, Joseph also directly imports more than is necessary for his own service, and during the course of a year turns not a few honest pennies in the sale of his surplus stock.

The apparent frailty of these tires have given trouble to the unknowing, but Fogler declares that with proper care they will give good service. As proof of it, he instanced the case of a rider who went through the last six-day race at Madison Square Garden on one pair. The durability of these tires, he says, depends on the care given them. They are greatly affected by changes of temperature, and under the influence of hot weather they will expand like balloons. However, if they are partially deflated when not in use there is small danger of such trouble, and all experienced riders never fail to deflate them when storing their machines over night during the hot months. On the other hand, when the air is crisp or cold, the light tires may be inflated to their fullest capacity without danger of any sort.

In talking of the subject a few days since, Fogler, who has raced abroad, remarked a practice of road racing men in France, where road racing has been brought to a fine art—a practice which is unknown in this country. These light fast tires are used in road events and as they are, of course, easily susceptible to puncture, the Frenchmen invariably carry an extra tire ready for instant use, and it is the manner of carrying it that is unusual. Before starting in a race it is placed inside the front forks and stretched from the fork crown over the handlebars, a position which in the event of a puncture makes it possible to remove the old tire from the rim, similarly stretch it over the handle bars and quickly spring the spare one into place on the rim. They will remain in place without being cemented for a considerable distance.

In the matter of chains, too, the racing men on this side of the water, as well as elsewhere, have acquired a habit worth while. They all use the lightest possible Renolds inch block chains, which, unlike the American types, do not have flattened tops. Instead the blocks and sideplates are cut to shape, both top and bottom, permitting the chains to be reversed, and this practice of reversing them is now quite general. Despite their smoothness, Fogler does not believe that roller chains ever will prove of value for fast work, in which every ounce of weight is a factor. The roller chain, although it may be but a comparatively few ounces heavier than the block chain, is used there by but one or two riders who follow pace.

Kramer-Clarke Series Under Mihlon.

Three match races between Frank Kramer, the national champion, and Jack Clarke, the Australian who this season won the Western championship at Salt Lake City, have been arranged for three successive Sundays at the Velodrome, Newark, N. J., and the track will not close on Sunday, the 18th inst., as had been anticipated. With Kramer and Clarke as the big drawing cards, the saucer is to be kept going until as late in November as the weather permits, but under new control, as Frank Mihlon, a Newark business man, has purchased the franchise from Charles B. Bloemecke and has secured an extension of the lease, which was to have expired on the 18th. In order to give Mihlon, who often has been described as one of the patron saints of cycle racing, a clear title, Bloemecke this week bought the track and outbuildings from the American Amusement Association, of which L. J. Bowen owned three-quarters and James Moran one-quarter. After the purchase Bloemecke turned the whole thing over to Mihlon, and John M. Chapman will continue as the manager. Next year the amusement park, which adjoins the present track, will be expanded to include the site of the latter, and it is probable that a new track will be built within the enclosure. The Kramer-Clarke match race series provides for a French style, best two in three heats, on the 18th inst.; a human paced race with four pace makers apiece, on the 25th, and if a third match is necessary to decide the supremacy, a human paced race with one pace maker apiece, on October 2d. Major Taylor, the colored sprint rider, who was featured at Salt Lake this season, but who failed to "come back," has promised to show the Newark fans some of his old-time speed form.

Many Prizes for 100 Miles Run.

For its eleventh annual 100 miles record run, which will occur Sunday, September 25th, the Century Road Club of America, New York State Division, has gathered an inviting array of prizes. Twenty-five place prizes, headed by a Yale Racer, and five time prizes, of which a Columbia Racer is the first, are provided, in addition to which there is a loving cup for the rider breaking the 100 miles record and special prizes for the first three members of the C. R. C. of A. who finish outside the place and time prizes. All who finish the century may obtain suitably inscribed sterling silver medals on the payment of a fee. Entries close with Henry Kest, 41 Union square, New York City, on the 20th inst.

COMING EVENTS

September 17, Toledo, O.—Toledo Motorcycle Club's races at fair grounds.

September 17, Syracuse, N. Y.—Motorcycle races at state fair.

September 18, Guttenberg, N. J.—Manhattan Racing Association's race meet at Guttenberg track.

September 18, Newark, N. J.—New Jersey Motorcycle Club's race meet at Olympic Park.

September 24, Milwaukee, Wis.—Milwaukee Motorcycle Club's races at state fair.

September 24, Narberth, Pa.— Motorcycle races at Belmont Driving Park.

September 25, New York City—Century Road Club of America, New York State Division, 100 miles record run; open.

September 25, Shelbyville, Ind.—Motorcycle races at fair grounds.

September 25, Floral Park, L. I.—Century Road Club of America's eleventh annual 100 miles record run; open.

September 25, Floral Park, L. I.—Eleventh annual 100 miles record cycle run under the auspices of the Century Road Club of America; open to amateurs.

October 2, Jamaica, L. I.—Italian Sporting Gazette 20 miles Italian championship bicycle race at Jamaica Oval.

October 2, Providence, R. I.—Providence Motorcycle Club's annual triangle run; 150 miles.

October 2, Brooklyn, N. Y.—Cycle races and sports carnival under joint auspices of Century Road Club of America, Century Road Club Association and Empire City Wheelmen.

October 7-8, Chicago, Ill.—North Shore Motorcycle Club's endurance run to Indianapolis, Ind., and return; 345 miles.

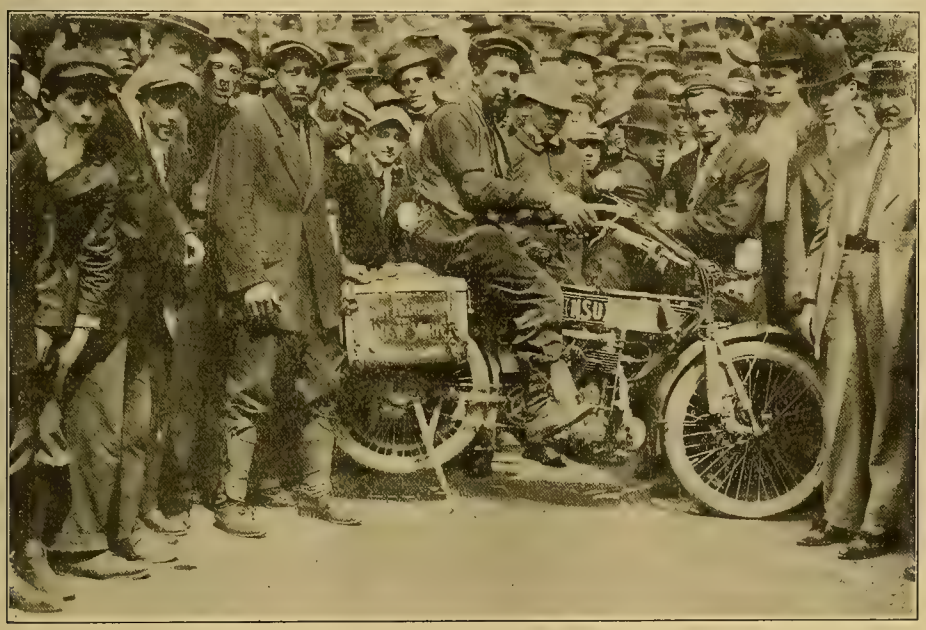
October 8, West Orange, N. J.—Motorcycle races at Olympic Park.

October 9, Guttenberg, N. J.—Cycle races and sports carnival at Guttenberg race track, under auspices of New Jersey and New York Divisions of the Century Road Club of America.

STREIFF CROSSES THE CONTINENT

San Franciscan Completes Long Journey in 43 Days, Despite Vexatious Delays—His Varied Experiences En-route.

Tanned and burned by wind and sun, permeated with the dust of many states, his clothing torn and his body sore from rough roads and innumerable falls, William Streiff, a medium sized stocky chap, riding a 4 horsepower single cylinder two speed N. S. U. motorcycle, rolled up to the N. S. U. headquarters in New York at 10:30 o'clock last Sunday morning, 11th inst., 43 days 4 hours and 10 minutes out from his home city on the sunny Pacific.



STREIFF IN CITY HALL PARK, NEW YORK

Streiff started from San Francisco at 6:20 a. m. on July 31st, bent on breaking the record of 31 days 12 hours and 15 minutes, made by L. J. Mueller in 1906, but he encountered several unavoidable delays, one of which, a siege of blood poisoning at Cleveland, cost him all chance of beating the record. His total travel, which includes quite a bit of about-town riding at various places, was 3,734 miles, and his actual riding time, 28 days and 2 hours. He used a Bosch magneto and Morgan & Wright tires. Streiff, who is a private owner, started purely on his own initiative, and received no factory assistance beyond the repair of his two-speed gear, which did not break, but parts of which wore out under the severe and sustained work it was put to. Another surprising thing was the extraordinary weight put upon the machine and the surprising good work which it rendered. Knowing that parts when needed would be needed sorely and that they were obtainable in places few and far between, Streiff carried with him an unusually complete supply of "extras," but did not need them, the only mechanical parts he replaced outside of the two-speed being two spark plugs. Streiff weighed 160 pounrs, his machine tipped the scales at 180 pounds and his equipment or luggage totaled 140 pounds, a grand total of 480 pounds. Except for underwear, Streiff carried no clothing, purchasing raiment on the way as his needs required.

The route he followed was slightly longer than the regular one, and was via Reno, Nev.; Cheyenne, Wyo.; Omaha, Neb.; Chicago, Cleveland, Buffalo and Albany. His best day's run was on August 19th, 195 miles in 11½ hours, and his poorest day was on August 17th, when he made only 11 miles. Altogether Streiff lost over 15 days when he did no riding for the following reasons: One-half day, Evanston, Wyo., overhauling machine; two days, Omaha, rain; three days three and one-half hours, Cheyenne, Wyo., rain and repairing two-speed; one day, Ogallalla, Neb., waiting for funds; five and one-half hours, Toledo, O., repairing two-speed; eight days, Cleveland, O., blood poisoning in hand. Streiff was an early riser, usually starting before 7 a. m., and riding on an average 13 hours a day. His average daily mileage for his actual riding time was 133⅓ miles. He says that in many western towns, the word "towns" is used advisedly, as some of them are mere railroad sidings and contained only half a dozen people, he was unable to get early breakfasts and was compelled to fast for several hours until he reached a place where food was obtainable.

Strange to say, Streiff says that he found the best and worst roads of the whole trip right here in New York state near Syracuse, and on the same day. Near that city he says he rode over some ideal boulevards, the equal of which were not met on the whole trip, and a few miles further on he came to a horrible stretch. It appears that the main road was closed for repairs and he was forced to take a little used side road of water-soaked mud. Also in this region he found many stretches of roads covered with fresh trap rock, chuckholes and swimming in oil, all of which were hard to negotiate. In the matter of prices for supplies, Streiff had not much complaint to make. On an average gasolene sold for from 16 to 30 cents a gallon, the highest price asked being 50 cents in the Nevada desert. Lubricating oil rarely cost more than 25 cents a quart, and often less. In his capacious storage compartments, one on either side of the rear wheel. Streiff carried one gallon of gasolene and one-half gallon of oil for reserve. He relates that when the Nevadan who asked 50 cents a gallon for gasolene saw him unearth the spare gallon after he had refused to pay the steep price, he appeared so crestfallen that it seemed likely that he would be glad to sell it for 10 cents a gallon. Streiff has a good word for magneto covers, for with this protection he did not have any ignition trouble all the way, although he was caught in heavy rains and forded streams up to his hips. On these latter occasions he wrapped the magneto cover tightly with a rag to prevent the water finding its way in. Another kink which saved him much tire trouble was putting a protection strip inside the casings. He used both Bailey and basket treads and changed two rear shoes. One of these changes was unnecessary, however, as it was a practically new shoe and was uninjured save for one cut. His total tire trouble was two punctures and two blowouts. The change was simply a matter of precaution rather than necessity. In the matter of belts Streiff used three, two rubber ones and a leather one. The leather belt wore out in 800 miles, and he says that the American belt with which he finished the trip is much superior to the foreign article. On the second day Streiff lost his revolver, and although he walked back five miles down a mountain, he was unable to find it. He made the rest of the trip unarmed and was not molested at any time.

In the Sierras the road climbed steadily upward, and the two-speed proved invaluable; in fact, Streiff says that when in the ruts, sand and mountains he thanked his stars that he had such a device. He had a couple of narrow escapes from being run down by trains which came from behind while he was riding on a narrow path by the side of the railroad and not on the ties between the rails. Quite often he was ordered off the railroad by section men, but as the gates in the wire fence on each side were some distance apart he usually managed to elude their vigilance, at least where the roads were bad. Falls were numerous, but, strange, to say, he did not break a pedal pin, as the footrests, handlebars and luggage boxes bore the brunt of the impact. Throughout the west the railroad highway crossings are very rough, and if taken at any kind of speed give both man

and machine a terrific racking and jolting.

In many places the trail, for it was nothing more, became so faint that it eventually lost itself and Streiff was compelled to fall back on his compass for direction, for signboards are an unknown quantity in that region. He struck due east and cut through wire fences, which he always mended, while traveling by compass. Many Indians, civilized, of course, were passed, but they made no attempt to bother him. There are very few trees in Nevada along the route Streiff followed, the country being mostly desert. In Nebraska, approaching Omaha, he passed fields of corn, corn, nothing but corn as far as the eye could see. Nebraska horses are, according to Streiff, very shy, and he was forced to dismount and shut off his engine innumerable times while in that state. Some roads here are also very rough, the ruts being deep and hard. Fortunately he struck the Iowa gumbo land when it was dry and was not mired there. The signs on his luggage cases attracted much attention on the road and in towns, and aside from the multitude of foolish questions fired at him Streiff found people quite willing to assist him in every way possible.

When he reached Cleveland on August 29th, his right hand had commenced to swell, but he thought nothing of it. Happening to go into a drug store, however, a physician noticed it and upon examining it told Streiff that he had blood poisoning and would have to stay there for at least two weeks. With the record, for which he now had just a bare fighting chance, in mind, Streiff wouldn't hear of staying a single day until pressure was brought to bear and he was shown the danger of continuing in that condition. He consented to remain, and the affected member was treated, Streiff being detained altogether eight days, during which his stay was made very pleasant by the members of the Cleveland Motorcycle Club. When he got away from Cleveland Streiff of course was behind the record, but he wasted no time. One of the most annoying experiences of the trip befell him at St. Johnsville, N. Y. He reached here while a fair was in progress and found double prices prevailing on everything. That night before retiring, following his usual custom, he unscrewed the drain plug in the crank case to drain the old oil. The next morning he forgot to replace the plug and soon after starting the engine overheated, the oil having all run out. He injected another pumpful of oil, whereupon the engine picked up and ran smoothly for a short time, when the overheating again manifested itself. This state of affairs continued for over four hours, Streiff becoming much worried over the cause, for such mysterious action. Finally he had occasion to put his hand in his pocket and found the misplaced plug and promptly kicked himself. It was at St. Johnsville that a genuine son of the hoe attired in blue jeans, cow boots and milking bonnet asked Streiff if his goggles were lighted at night to show him the road. Streiff took pains to explain politely that goggles were not lamps but eye protectors.

On Monday morning, 12th inst., Streiff, attired just as he arrived, rode his machine down to City Hall to present the letter of introduction given him by Mayor McCarthy of San Francisco to Acting Mayor Mitchel of New York. While waiting for the audience to be arranged, Streiff and his machine soon attracted a crowd, which perhaps was the largest that a motorcyclist ever attracted in New York. They literally mobbed him and his machine, and when he entered the City Hall the crowd also pressed in there in swarms until driven out by the police. He was courteously received by Acting Mayor Mitchel, who wished him well and offered to give him a return letter to Mayor McCarthy, but Streiff says, "Never again" by motorcycle, and will stay for awhile in New York where he has relatives. He received a letter of acknowledgment from the mayor.

Swift Going at Columbus Meet.

Local track records were slashed right and left at the Columbus (O.) Motorcycle Club's racemeet at the Driving Park on Saturday, 10th inst., which was postponed from Labor Day on account of rain. J. E. Merz, riding a Merkel in the Australian pursuit, repeatedly got under the track mile figures of 58 seconds, his best figures being 55⅗. Merz disposed of Taylor, Emblem, rather easily, but Howich, Indian, gave him a hard fight, and it required 18½ miles of relentless hammering before he was overtaken.

Howich on an Indian won the red letter event, the 100 miles free-for-all, in pretty fashion, reeling off the century in 1:45:24. Taylor, Emblem, was second, and Mathews, Thor, third. The summary:

Two miles novice—Won by F. Hare, Indian; second, L. S. Taylor, Emblem; third, H. M. Seibold, Indian. Time, 2:26⅕.

Three miles, 20½ cubic inches—Won by J. C. DeGruchy, N. S. U. Time, 4:50⅕. No other starters.

Five miles, private owners—Won by H. M. Seibold, Indian; second, Forer, Indian; third, F. Streton, N. S. U. Time, 6:07⅕.

Five miles open, singles—Won by H. L. Nixon, Merkel; second, S. Martin, Indian; third, E. W. Mathews, Thor. Time, 5:31⅖.

Ten miles open, 50 cubic inches—Won by S. Martin, Indian; second, E. W. Mathews, Thor; third, A. Castle, N. S. U. Time, 10:28⅗.

Five miles club championship—Won by L. S. Taylor, Emblem; second, Fred Hare, Indian; third, H. M. Seibold, Indian. Time, 5:47⅕.

Two miles open, 30½ cubic inches—Won by S. Martin, Indian; second, F. Hare, Indian. Time, 2:24⅖. E. W. Mathews, Thor, finished first but was disqualified because pusher-off over-ran foul line.

Australian pursuit—Won by J. E. Merz, Merkel; second, Irvin Howich, Indian; third, L. S. Taylor, Emblem. Distance, 18½ miles. Time, 17:27⅗.

One hundred miles free-for-all—Won by Irvin Howich, Indian; second, L. S. Taylor, Emblem; third, E. W. Mathews, Thor. Time, 1:45:23.

Gale Gets the Chicago-New York Record.

After standing for over two years, the Chicago-New York motorcycle record of 3 days 9½ hours elapsed time, made by B. A. Swenson of Providence, R. I., on an Indian in July, 1908, has been broken. The trick has been turned by M. E. Gale, of Angola, N. Y., on an Emblem twin, who burned up the 1,112 miles separating the two cities in 3½ days. Despite heavy sand, Gale made Toledo, O., the first night. He reached North East, Pa., on Tuesday night, and on Wednesday made his best showing, covering the 350 miles between North East and Little Falls, N. Y., in 10 hours, an average of 35 miles an hour. Leaving Little Falls Thursday morning Gale arrived in New York before noon. His actual riding time was 35 hours. Swenson's was 49 hours 40 minutes. It is the elapsed time, however, and not the riding time that counts in all records.

Automatic Timing at Minneapolis.

Although tacked on to the very end of a long program of automobile events, held at the Minneapolis State Fair on September 10th, the two motorcycle races were fast and exciting enough to hold the big crowd. In the first of the two races, five miles for single cylinder belt-driven machines, in which there were 21 starters, Ralph Mangan, on a Thiem, finished first in 5:56.06, winning handily from Klix and Ostrande. The second event, five miles for single cylinder chain driven machines, went to W. Commer, who, on an Indian, breezed the five laps in 5:42:87. Switzer and Porter, also on Indians, finished in the order named. The times were taken by electrical apparatus registering one-hundredths of a second.

Goerke, Not Thomas, Was the Winner.

Walter Goerke, of Brooklyn, N. Y., has a victory standing to his credit which was denied him by all the public prints. It was he instead of "Chick" Thomas who won the 20 miles open at Bennings track, Washington, D. C., on Labor Day. Goerke, on an Indian, won easily, too—by three-quarters of a mile—and, not unnaturally, he wants the world to know it.

Motorcycles to Race at Shelbyville.

C. A. Chapman, Indianapolis, Ind., has taken a flier in the promoter's game, and will put on a motorcycle meet at the fair grounds, Shelbyville, on Sunday, 25th inst. The card will be a big one, and Indianapolis riders will be there in force.

TROPHY SURE FOR EXCELSIOR TEAM

Clinches Victory with Clean Score in New York's Third Quarterly—Amateurs and Pros Both Compete.

With a majority of the old familiar faces in the ranks, 19 men started on Sunday morning last, 11th inst., in the third of the New York Motorcycle Club's quarterly trials over the Poughkeepsie course, 150 miles. Favored with ideal weather and good roads for the most part, 14 of them survived the ordeal, 12 with perfect scores. Seven makes of machines were represented. Nearly all of those who "died" en route succumbed to mechanical troubles. For the first time there was a professional class, to accommodate those riders who recently swung over to the ranks of the cash chasers. This team competed for the same sort of prizes as the others, but in a separate class, so that the standing of the other contestants apparently will not be affected.

Through the disruption of the original Merkel team, which was tied with the Excelsior team for the G & J trophy, the latter by its performance on Sunday practically has the trophy won. It was the only one of the four teams which started that finished with a perfect score.

The contesting teams were as follows: Excelsior team—S. T. Kellogg, A. Klages, E. Phelps, Shelton Sturges; Merkel team—J. F. McLaughlin, A. Hoffman, W. J. Teubner, Carl Bush; N. S. U. team—D. Molin, H. Krakowitz, S. Eckerl; Professional team—A. G. Chapple, Merkel; Fred Voelker, N. S. U.; William Robinson, N. S. U. On a sport classification there were 12 trade riders, four private owners and three professionals. Of course all previous amateur performances of the professionals are void and they figure as beginners in the series which will end with the running of the next quarterly.

There were the usual four double controls at New York, Tarrytown, Peekskill and Poughkeepsie, coming and going respectively, and the two hill climbs, one near Tarrytown going up, and the other near Peekskill coming back. There were no secret controls, however, so the men had free rein to "burn it up," and they did so to their hearts content. The first to be eliminated was Caffan, Peugeot, who had trouble with his valve lifts and retired at Poughkeepsie. All of the others reached that place, although Robinson, N. S. U., and Krakowitz, N. S. U., were late, the latter very much so. Owing to the main road near Poughkeepsie being closed for repairs, the riders were forced to make a detour of about 10 miles through the backwoods. Krakowitz got off the right road, being unfamiliar with the locality, and rode for several miles before he discovered his mistake. Coming back he withdrew at Tarrytown while Robinson failed to make that place, having had valve trouble.

In the hill tests, 13 men climbed both hills without pedaling. One, Kruder, M.M., failed on both hills and had to dismount, while Krakowitz, N. S. U., dismounted, and Molin, N. S. U., pedaled on the Peekskill climb. Hoffman, Merkel, was put out by an unusual mishap, his engine pulley flying off near Poughkeepsie and losing itself in the grass so thoroughly that he was unable to find it. Brewer, Indian, had a close call when his rear wheel collapsed owing to the spokes loosening, but he built it up again and by fast riding saved his score. The schedule was 17 miles an hour from New York to Tarrytown and 19 miles from Tarrytown to Poughkeepsie, operative both ways. The results in detail follow:

A. C. Klages, Excelsior	1,000
S. T. Kellogg, Excelsior	1,000
E. Phelps, Excelsior	1,000
Shelton Sturges, Excelsior	1,000
J. F. McLaughlin, Merkel	1,000
W. J. Teubner, Merkel	1,000
Carl Bush, Merkel	1,000
Joseph Buckingham, Harley-Davidson	1,000
J. W. Brewer, Indian	1,000
W. F. Stubner, Indian	1,000
*A. G. Chapple, Merkel	1,000
*Fred Voelker, N. S. U.	1,000
D. Molin, N. S. U.	990
A. Kreuder, M. M.	950
A. Hoffman, Merkel	Out
S. Eckerl, N. S. U.	Out
H. Krakowitz, N. S. U.	Out
*W. F. Robinson, N. S. U.	Out
J. Caffan, Peugeot	Out

* Professionals.

Two Days' Endurance for Westerners.

Motorcyclists in the Western District of the F. A. M. are to have opportunity to participate in a two days' endurance run, in which special encouragement is to be given to private owners, not only by a lower entrance fee than for trade riders, but also by the provision of a slower schedule. The affair, which is to be known as the F. A. M. Western District endurance run, will take place on October 6th and 7th and will start from Chicago. The first night's stop will be at Fort Wayne, Ind., the route to that point being by way of South Bend, Elkhart and Goshen. The second day will be from Fort Wayne to Logansport and Indianapolis.

For trade riders the entry fee will be $5, but the private owner entry fee will be only $3. By the provision of a slower schedule than for the trade riders, the private owners are to be given a much better chance to make good than if they were put on the same basis as the experienced men. The time selected for the run is expected to give much more favorable weather conditions than for any similar previous event this year. The contest committee which has been appointed includes Fred I. Willis, the president of the F. A. M., as chairman ex-officio; G. H. Hamilton, of Indianapolis, chairman; L. J. Leonard, of Chicago, and Jesse A. Campbell, of Dayton, Ohio, the F. A. M. commissioner for Ohio.

BERNARD CLEANS UP AT CLEVELAND

Chicagoan Wins Every Event to Which Eligible—But Varied Program Gives Local Talent Opportunities.

Harvey Bernard, the Chicago Indian, was the big disturbance at the motorcycle and bicycle races held Saturday, 10th inst., after postponement from Labor Day, by the Cleveland Motorcycle Club at the North Randall track in the Ohio city by the lake. He won every event in which he entered. It was the first really pretentious program of motorcycle racing in the history of Cleveland, and proved so much of a pecuniary and sporting success that similar contests will follow. There were a couple of spills, one man breaking an ankle.

The ten miles open was the best race of the day, the struggle, however, being all for second place. After H. A. Scott had threatened Harvey Bernard and the Chicagoan had pulled away from him, Scott settled down in second place, but John Sabo came from the rear and gradually closed the gap and 25 yards from the tape passed him and won by inches.

Bernard's other victories were in the five miles, 15 miles for trade riders and the 15 miles free-for-all. He also rode an exhibition mile in 55 seconds. R. Hinoush, Indian, won the one mile for private owners, and the three miles club contest, while H. A. Scott captured the one mile novice. H. H. Huntsbury, Excelsior, finished first in the two miles club event, but was protested on the ground that the displacement of his machine exceeded the 30.50 limit. To Huntsbury also went the one-eighth mile slow test. John Sabo, Indian, annexed the five miles for stock machines.

There were four bicycle competitions included. A. W. Emerich won the one mile, George Morgauer the two miles open handicap, Roland Stuart the three miles motor paced, and Homer Lester the 15 miles road race.

In one of the motorcycle events Frank Seliga, Cleveland, was bumped by Herman Sill, Brooklyn, and pitched headlong into the outside fence, but escaped with bruises. Sill, however, fractured his ankle. The summary:

One mile novice, motorcycle—Won by H. A. Scott; second, Tracy; third, Dr. A. W. Proper. Time, 1:10⅗.

One mile for private owners, motorcycles—Won by R. Hinoush; second, H. A. Scott; third, L. F. Kissig. Time, 1:10.

One mile for amateurs, bicycles—Won by A. W. Emerich; second W. M. Randecker. Time, 2:49¼.

Five miles open, motorcycles—Won by H. Bernard; second, H. H. Huntsbury; third, John Sabo. Time, 5:24.

Two miles handicap, bicycles—Won by G. Morgauer; second, R. Stuart. Time, 5:50.

Two miles for club members only, motorcycles—Won by H. H. Huntsbury; second, A. Standen; third, W. A. Schafer. Time, 2:30½.

Three miles for club members only, motorcycles—Won by R. Hinousch; second, L. F. Kissig; third, E. H. Tracy. Time, 3:17.

Ten miles open, motorcycles—Won by H. Bernard; second, J. Sabo; third, H. A. Scott. Time, 9:56½.

Five miles for stock machines, motorcycles—Won by J. Sabo; second, H. H. Huntsbury; third, W. J. Lister; fourth, W. A. Schafer. Time, 5:55.

One-eighth of a mile slow race for stock machines, motorcycles—Won by H. H. Huntsbury; second, Dr. A. W. Proper. Time, 1:24.

Three miles bicycle race, motor paced—Won by R. Stuart; second, E. Norgauer; third, G. Norgauer. Time, 7:23.

Fifteen miles for trade riders, motorcycles—Won by H. Bernard; second, J. Sabo; third, F. Huttinger. Time, 14:15.

Fifteen miles free-for-all, motorcycles—Won by H. Bernard; second, J. Sabo, Time, 15:13½.

Exhibition mile, motorcycle — Harvey Bernard. Time, 0:55.

Fifteen miles bicycle road race, motor paced—Won by H. Lister; second, George Norgauer; third, Edward Norgauer. Time, 35:35.

"Assault and Battery" a New Danger.

That it is assault and battery when a motorcyclist happens to run against a pedestrian, is the decision of an Indianapolis judge. John White, a colored rider, who accidentally knocked down a man at the corner of Indiana avenue and Vermont street, breaking the latter's arm, was the man who felt the force of the decision. In court he was not only fined $25 for breaking the speed law, but was sentenced to the workhouse for 30 days for committing assault and battery, by injuring the pedestrian. White has appealed the case, and the outcome will be watched with some interest by motorcyclists in other states, as such a definition of assault and battery is novel, to say the least.

Broncho Busters Race on Motorcycles.

Broncho busting was slated to be the feature at the tenth annual Bent county fair, at Las Animas, Col., but when the sport was all over the crowds agreed that the motorcycle event was better than the busting performance. Some claimed the wild mule race as the best, but anyway the choice lay between the wild mules and the chugging two-wheelers. Considering the condition of the "track," which was suited to anything better than to cycle racing, the time made in the race, five miles, was creditable, the winner, a cowboy of the name Ostman, being clocked in 6:45. Ostman's reward was $50 in gold, and so he ranks as a professional.

RABBIT CHASE AT PITTSBURG MEET

Motorcyclists Pursue Bunny up the Stretch in the Hour Race—Schmidt Scores Four Times.

More than 4,000 persons were kept on edge at the initial race meet of the Pittsburg Motorcycle Club, Saturday afternoon, 10th inst., at the Schenley Park Oval, in that city. Six events were listed, which furnished an assortment of thrills, while laughter was provided in a chunk, during the hour race, by a rabbit, not scheduled to appear. Somehow the animal got upon the track, a little way above the grandstand, just as a couple of machines were coming down the stretch. For the next 200 yards Mr. Rabbit showed the two wheelers what speed really was. He kept ahead until he saw an opening in the fence, through which he disappeared like a bullet. If he had missed the orifice he was going fast enough to have gone right through the wood like a sharp knife in cheese.

A. G. Schmidt on a 4 horsepower Indian captured four events, which ought to have contented him, as he was not eligible for the remaining two. Although but a mere boy, John Markman, on a Harley-Davidson, won the five miles 30.50 private owner contest; it was his first appearance, but he started in the hour race also and helped keep the others moving.

In the hour race, the feature event, Schmidt, on a 4 horsepower Indian, and Lyle Geiger, on a 5 horsepower Indian, kept jockeying for first place, until Schmidt in the thirty-fourth mile stopped for oil, losing a lap and a quarter. The latter made up a quarter of the distance, when Geiger in the thirty-ninth mile was forced to withdraw owing to an injury received in a previous race. Schmidt won with a score of 44⅞ miles. Frank Schomo, of Chicago, 5 horsepower Indian, was second.

The other races won by Schmidt were 10 miles 30.50 class for trade riders, the 10 miles 45 class for trade riders, and the Australian pursuit contest. The five miles 45 cubic inches class private owners race went to Beahm on an Indian.

The only mishap occurred in the 10 miles trade riders event. Geiger, while taking one of the turns, fell, and although painfully bruised remounted and continued. The effect of that fall, however, caused him to drop out of the hour race.

Rain fell for nearly a week until the afternoon preceding the meet. A dozen hours of sun dried the track sufficiently, but it was badly cut up by horse racing in the forenoon, otherwise much faster time would have been made.

The half mile track is city property, located in a public park, hence there was no admission fee, no grandstand fee, and even the programs were free. The summary:

Ten miles, for trade riders (30.50 cubic inches)—Won by Schmidt, Indian; second, Natcher, Indian. Time, 13:47⅘.

Five miles, private owners (30.50 cubic inches)—Won by Markman, Harley-Davidson; second, Brush, Harley-Davidson. Time, 7:39.

Ten miles, for trade riders (45 cubic inches)—Won by Schmidt, Indian; second, Schomo, Indian. Time, 13:30.

Five miles, private owners (45 cubic inches)—Won by Beahm, Indian; second, Payne, Indian. Time, 7:24⅘.

One hour race—Won by Schmidt, Indian; second, Schomo, Indian. Distance, 44⅞ miles.

Australian pursuit—Won by Schmidt, Indian. Distance, 3¼ miles.

More Motorcyclists "Come Across."

Unheralded as to their ambitious intentions, Lawrence C. Shooks and Henry Chapman, both of Los Angeles, Cal., are on their way across the continent from that city, having set out on the 14th ult. They are riding Harley-Davidson motorcycles and are carrying a condensed camping outfit, with provisions for throwing a tent over their machines when they cannot find habitations in which to spend the night. Following the old transcontinental trail that passes through Ogden, Denver and Kansas City, they will visit Chicago and Buffalo on their way to New York. From the latter city they will go to Augusta, Me., and later, returning southward, they intend to go down the Atlantic Seabord to Florida, making their way back to Los Angeles over the southern route and giving more variety to their trip than most of the ever-growing number of transcontinentalists enjoy.

Fisher Figures in a Fast Five Miles.

What is called a new "world's dirt track record" was established at Milwaukee, Wis., on September 14th, by Oakley Fisher, on an Indian, when he breezed five times around the circular track in four minutes 36½ seconds. Fisher rode a trial mile and then went after the record. He covered the first mile in 51 seconds, setting up a new state record for one mile. The succeeding laps were all finished in less than a minute each with the exception of the third, which was made in exactly sixty seconds.

Whitney Calls Western Meeting.

Perrin B. Whitney, vice-president of the Western District of the F. A. M., has issued the call for the fall meeting of the district, which has been set for Thursday night, October 6th, at the New Southern Hotel, Chicago. Business relative to the carrying on of the district affairs will be taken up, and the secretary, treasurer, vice-chairman and other officers who are to serve under Whitney will be chosen. The meeting takes place the day before the district's two days' endurance run.

ACCIDENT ENDS MEET AT NEWARK

Pascal, the Star Performer, Sustains Serious Injuries at Olympic Park—Five Well Contested Numbers.

One of the worst accidents which has occurred at an Eastern meet this season marred the New Jersey Motorcycle Club's race meet at Olympic Park, near Newark, on Sunday, 11th inst., and resulted in the serious injury to Roy Pascal, the star performer of the afternoon, who sustained two fractured ribs and concussion of the brain. The accident put a stop to the racing. Pascal, who was riding brilliantly, had won two races and was riding in the 20 miles event, the feature number, when he came to grief. While leading in the third mile Pascal's machine developed trouble, and as he came down the stretch hugging the pole he fell. The spill raised such a cloud of dust that Andrew Boshen, Merkel, who was close behind could not see through it, and he crashed into the prostrate rider. Boshen although stunned by the crash had sufficient presence of mind to drag Pascal and the machines out of the path of the other riders who flashed past an instant later. Efforts to revive Pascal were futile, and he was hurried to the hospital where an examination disclosed the nature of his injury.

The widely heralded match between O'Brien and James did not materialize, the former failing to put in an appearance, and a match between Pascal and MacDougall was substituted. It was a pretty seesaw battle all the way, but Pascal showed more skill on the turns and in the last lap piled a lead of five yards which he held to the end. In the ten miles handicap James, starting from scratch, did some excellent riding and overhauled the limit men, who had 1:35 allowance. The fight for first was between James and Pascal, but after a few laps the latter was unable to stand the gaff, and James pulled away, winning by a wide margin. Another star number was the miss-and-out which proved a scramble all the way as intended. James and Pascal again fought it out for first, and this time the latter turned the tables on his rival and nosed him out for first. The summary:

Three miles scratch, open to those who never won a first prize (limit 51 cubic inches)—Won by Peter Boshen, Indian; second, S. S. Kavanagh, Indian; third, Andrew Boshen, Merkel. Time, 4:22.

Five miles handicap (limit 30.50 cubic inches)—Won by Andrew Boshen, Merkel (30 seconds); second, August Krieger, Harley-Davidson (15 seconds); third, Edward MacDougall, Merkel (scratch). Time, 6:56⅕.

Ten miles handicap (limit 51 cubic inches)—Won by William James, Indian (scratch); second, Roy Pascal (35 seconds); third, Cecil Hersch (75 seconds). Time, 13:04⅕.

Three miles match, Roy Pascal, Indian, vs. Edward MacDougall, Indian—Won by Pascal. Time, 3:56⅘.

Miss-and-out—Won by Pascal, Indian; second, W. James, Indian; third, Herbert Ayrault, Merkel. Distance, 2½ miles; time, 3:33⅘.

Omaha's Speedway Opens with Races.

Beneath smiling skies and in the presence of a big crowd of enthusiasts, the new Omaha (Neb.) Motor Speedway—a one mile dirt course—was inaugurated last Saturday, Sept. 10th, by a combined automobile and motorcycle meet, which was continued on the following day, Sept. 11th. Each day there were two motorcycle races, of which Walter Bell on a twin Indian won two, including the 20 miles free-for-all on Saturday, in which the only accident occurred. In the thirteenth mile Gamble, on an Indian, ran into the Excelsior ridden by McFarlane. The force of the blow knocked McFarlane and his machine down in such a way that Flesher, on a Merkel, who was close behind, smashed into the Excelsior. Although both machines were badly damaged, neither of the riders was hurt. George Bridenbecker, Excelsior, won the other race on Saturday, a 15 miles for singles. The events on Sunday were much tamer than those of the preceding day, both being walkaways. Rosenberg, on an Indian, beat Marshall, on a Harley-Davidson, by over 30 seconds in the 10 miles for singles, while Bell easily captured the 10 miles for twins from Wausa, also on an Indian. The summaries:

Saturday, 10th.

Fifteen miles, singles—Won by G. Bridenbecker, Excelsior; second, Marshall, Harley-Davidson; third, H. McFarlane, Excelsior. Time, 19:12.

Twenty miles, free-for-all—Won by Walter Bell, Indian; second, John Heth, Indian; third, Gamble, Indian. Time, 24:04.

Sunday, 11th.

Ten miles, single cylinder stock machines—Won by Charles Rosenberry, Indian; second, Marshall, Harley-Davidson; third, Wilbur Dewey, R-S. Time, 12:51.

Ten miles, twin stock machines—Won by Walter Bell, Indian; second, Wausa, Indian; third, John Heth, Indian. Time, 12:55.

Detroit's Merkel Riders Organize.

Fifty-one Merkel riders of Detroit, Mich., have organized the Flying Merkel Motorcycle Club, and elected officers for the ensuing term as follows: Otto N. Frickman, president; Chilton C. Apps, vice-president; Edward E. Hellerich, secretary; William E. Wandersee, treasurer; Leo W. Banker, captain.

IMPORT RACERS TO BOOST SPORT

North Manchester Dealers Give Good Motorcycle Meet—DeSalvo and McCarver the Headliners.

That the knack and ability essential to the successful conduct of a motorcycle meet are not confined entirely to the cities again was convincingly demonstrated by the dealers of North Manchester, Ind., a little town of 3,000 people on Saturday, 10th inst., at the half mile fair grounds track, when they staged one of the best meets ever held in the Hoosier state. Although the function nominally was held under the auspices of the North Manchester Fair Association, the dealers did the missionary work and secured the attendance of several out-of-town riders. That the meet did much to boost the sport locally and that the dealers will derive much benefit from it seems a foregone conclusion.

Among the visitors present were Joseph DeSalvo, of Chicago, and John McCarver, of Indianapolis, both Excelsior representatives, and they annexed most of the honors. In fact, it was an Excelsior day, for despite some formidable opposition the Windy City machines swept the boards clean. McCarver got in the winning column three times, while DeSalvo's name appears there twice, and that it does not appear oftener is due to the fact that he was handicapped by magneto trouble in the early events. His riding was the feature of the day, and he came pretty near to being the whole show.

After the preliminaries had been disposed of the crowd got its first taste of quick action in the 15 miles free-for-all, the topliner of the afternoon. McCarver pitted a single Excelsior against Hickman with a twin Indian and straightaway the fur commenced to fly. Hammer and tongs they went at it, seesawing back and forth with less than a wheel separating them. In the thirteenth mile McCarver developed some additional speed, which gradually pulled him away from his rival and he won by 75 yards. Creviston, Indian, beat Rettich, Thor, for third, both men being almost lapped by the leaders.

Finally conquering an obstreperous magneto which developed a case of tantrums, DeSalvo got down to business in the 10 miles open, and ran away from the field, finally lapping them. McCarver, Excelsior, registered second, again showing his back to his rival, Hickman, Brimming over with confidence in his machine, DeSalvo deliberately allowed McCarver and Oliner to draw a lead of 50 yards in the flying start mile. When he opened up, however, he came on like a hurricane, passing Olinger as if he were crawling, but it was well that he did not tarry longer for he just man-

aged to nip McCarver at the tape. Another commendable feature was the nature of the prizes, which in value were well above the ordinary.

The summary:

One mile novice, private owners—Won by Howe, Excelsior; second, Holmes, Merkel; third, Davis, Excelsior; fourth, Shaw, Indian. Time, 1:43.

Three miles open, limited to 30.50 cubic inches—Won by McCarver, Excelsior; second, Ollinger, Ecelsior; third, De Salvo, Excelsior. Time, 4:50.

Five miles, private owners—Won by Vogele, Excelsior; second, Howe, Excelsior; third, Davis, Excelsior; fourth, Holmes, Merkel. Time, 7:39⅖.

Fifteen miles open, free-for-all—Won by McCarver, Excelsior; second, Hickman, Indian; third, Creviston, Indian. Time, 19:19½.

Five miles handicap—Won by McCarver, Excelsior (scratch); second, Rettich, Thor (1:00); third, Creviston, Indian (scratch). Time, 6:11.

Ten miles open, limited to 50 cubic inches—Won by De Salvo, Excelsior; second, McCarver, Excelsior; third, Hickman, Indian. Time, 13:12.

One mile flying start—Won by De Salvo, Excelsior; second, McCarver, Excelsior. Time, 1:20.

Wollenschlager Leads a Big Field.

Sixty-one riders tried their endurance in the tenth annual 100 miles record run and handicap race of the Century Road Club Association, on Sunday, 11th inst., and P. Wollenschlager, with two minutes handicap, was the first man to finish, receiving a Hudson Racer bicycle as his reward. The time prize, a Columbia Racer, was captured by J. Kopsky, who from scratch finished in thirteenth place, but who broke the old record for the course by 3 minutes 37 seconds in making the distance in 5 hours 19 minutes 23 seconds. A special prize for the first man at 50 miles was awarded to Henry Kelley. The course was from Floral Park, L. I., to Amityville and back, via Jericho and Bellmore, and in order to make the 100 miles it had to be covered twice.

Southern District to Meet Next Week.

The Southern District of the F. A. M. has called its fall meeting for September 23, 1910, at 8 p. m., at the Louisville Hotel, Louisville, Ky. The district secretary, treasurer and vice-chairman then will be elected, and matters of importance to the District will be considered.

Seaburg in Front at County Fair.

A. C. Seaburg, mounted on a Harley-Davidson motorcycle, won the five miles motorcycle race at the Knoxville (Ind.) Fair on Wednesday, 7th inst. Time, 9:12. Carl Luvall and A. H. Swank, also riding Harley-Davidsons, took second and third, respectively.

SHIFT IN AMATEUR CHAMPIONSHIP

Steinert Loses the Lead to Blatz—Clarke Reappears at Newark but He and Kramer do not Clash.

Rivalry between them being postponed until they shall appear in a match race series, Frank Kramer and Jack Clarke did not measure swords at the Velodrome, Newark, N. J., on Sunday afternoon, 11th inst., but each of them appeared and won a race. Clarke and Macfarland came east after the closing of the Salt Lake City track on Labor Day, and because of the entertaining agitation that Macfarland industriously has stirred up over Clarke's present sprint ability and because Clarke has been Kramer's most dangerous opponent in the last several years, the little Australian's appearance at the track had been looked forward to with great expectancy.

Kramer appeared in the one mile open, and in the tender care of Edward Root was being placed for a good position for the final sprint, when his plans were upset by Peter Drobach and Floyd Krebs, the men in front. Instead of weakening on the last turn, Drobach and Krebs broke loose with a sprint that left Root and Kramer hanging on, while the field closed around the latter from the rear. So much steam did the two men in front show that Kramer finally had to break out of the muck by riding almost to the top of the turn's steep banking. Before Kramer could get open ground in front of him, Drobach and Krebs were started in the stretch on a tear-away to the tape, but Kramer swooped down in pursuit and caught them 25 yards from the tape, crossing the line half a length to the good in one of the most brilliant finishes of the season. Drobach was strong enough to hold off Krebs for second money, but only by the narrowest margin, while John Bedell hung on to the rear wheel of Krebs, thereby getting fourth position.

Clarke's five miles tour was personally conducted by Root, who appears to be making a specialty of conveying intended winners to locations suitable for them to commence their finishing sprints. Clarke was turned loose in the back stretch of the last lap, and romped in sitting up, although Patrick Hehir worked like a Trojan to beat him to first money.

Amateur championship standings were given a new turn in the mile national championship, when Frank Blatz won the event in clever style from Adam Beyerman, with Carl Ericson third, and Jerome Steinert fourth. Steinert heretofore has had the lead for the title, but the point table now stands: Blatz, 10; Steinert, 9; Chester Smith, 6; Henry Van den Dries, 5; Adam Beyerman, 4; Herman Kjeldsen, 3; Earl Adams, 3; Carl Ericson, 2; Lewis Cone, 1, and Walter Andrews, 1. The three miles handicap for amateurs was a victory for Kjeldsen, from 40 yards, who overtook William Pettit, 130 yards, just in time. Philip Wright, from 50 yards, captured the half mile pro handicap. The summary:

One mile, national amateur championship—Won by Frank Blatz; second, A. Beyerman; third, C. Ericson. Time, 2:31⅘.

Five miles open, professional—Won by Clarke; second, Hehir; third, West; fourth, Drobach; fifth, Halstead. Time, 10:38.

Three miles handicap, amateur—Won by H. Kjeldsen (40); second, W. Pettit (130). Time, 6:44⅘.

One mile open, professional—Won by Kramer; second, Drobach; third, F. Krebs; fourth, John Bedell. Time, 2:47⅖.

Half mile handicap, professional—Won by Phil Wright (50); second, Lloyd Thomas (85); third, Hehir (10); fourth, A. Triebel (60); fifth, Billington (35). Time, 56⅘.

Mishaps Give Wiley an Easy Victory.

George Wiley had everything his own way shortly after the start of the 20 miles motor paced race at Clifton, N. J., on Sunday, 11th inst., in which he was pitted against Walter DeMara and Fred Hill, as both the latter encountered accidents which gave him a long lead. Hill gave a plucky exhibition of riding by grinding out a warm clip from the sixth to the thirteenth mile on a sprint wheel, but he was unable to draw up on Wiley who went around with clock-like regularity. Hill scored in the five miles open cycle race, however, in a thrilling finish, with Jacob Magin second and De Mara third. In the mile handicap Alfred Goulette made a whirlwind ride from scratch and won out, with Worthington Mitten second and Percival Lawrence third.

One mile handicap, professional—Won by Goulette (scratch); second, Mitten (40); third, Lawrence (60); fourth, Magin (40); fifth, Albert Crebs (90). Time, 2:03⅗.

Twenty miles motor paced—Won by Wiley (paced by Rudan); second, DeMara (paced by J. Huker); third, Hill (paced by C. Turville). Time, 31:30.

Five miles open, professional—Won by Hill; second, Magin; third, Mitten; fourth, DeMara; fifth, T. Smith. Time, 11:04.

Three miles, motorcycles—Won by Charles Turville; second, Carl Rudan; third, James Hunter. Time, 3:30.

One-Time Champion Shows Old Speed.

At Bordeaux, September 4th, Pouchois, one-time world's champion and one of the fastest riders France possesses, won the Grand Prize of Bordeaux (1,000 meters) by less than two feet from Fournous, one of the latest aspirants to sprint championship honors. Perchicot was third. In the tandem race over the same distance, Pouchois and Fournous, riding as a team handily beat Carapezzi and Michaud. More than 30,000 people saw the races.

HELGESON CONTINUES THE TOUR

After Leaving Stricken Comrade, he Encounters Another Desert and Spends Night in Idaho's Burning Forest.

When after leaving Los Angeles on June 6th with Mr. H. D. Johnson for a camping-out tour across the continent, I am frank to say that although aware that the route we selected was an unusual one, we had no true idea that it held such rigors and entailed such strenuous travel. As the readers of the Bicycling World have heard Mr. Johnson succumbed to the strain at Fossil, Ore., and possibly if my motorcycle had been minus the two-speed and free engine device, I, too, might not have proven equal to the task. Indeed, I do not believe any man without such a device could follow our route. The advantages it afforded were so many and so great, as Mr. Johnson related in his interesting letters to the Bicycling World, as to be almost beyond price. After remaining in Fossil five days, long enough to be assured of my companion's recovery, I took my departure. At first I thought I would ride to Bismarck, N. D., and there take the train to Minneapolis, but I soon made up my mind to "see it through" to New York in accordance with our original plans, and I since have covered a considerable expanse of country, having reached Minneapolis awheel and had a couple of weeks rest.



A. H. HELGESON AND HIS OUTFIT

The route from Fossil was very rocky and dusty. Ten miles out I met with my second puncture from a sharp rock. The grades were steep, but my Minneapolis motorcycle has a free engine and two speed gear, and they did not bother me. I reached Lone Rock at 6 o'clock and camped beside a little creek. The 25 miles had been covered since noon.

The next day I reached Heffner, 35 miles distant over the hills. The roads were hard, but full of rocks and the grades were steep. In two or three places the riding was so dangerous I had to walk and steer the machine while it ran on its low gear. When within 10 miles of Heffner I ran out of gasolene. As none was to be had I was "stung" again. However, a man came along with a team and gave me a lift into Heffner, where I filled up with gasolene and oil. The land thereabouts is too full of rock for farming, herding being the principal occupation.

I left Heffner next morning at 8 o'clock on my way across a sandy desert to Arlington on the Columbia river. The distance was 5 miles, and never will I forget that stretch. It seemed as if the sand grew deeper at every step. Finally I came to a ranch house where I got some water, and oh! the relief! It was 17 miles to the next spring, and the sun grew hotter and hotter—so hot that it was almost unbearable; I had not suffered so much from the rays during the entire trip, and we had encountered some sizzling weather too. My throat again became parched. I had a lemon in my pocket, but soon consumed it, and then my thirst became more acute than ever. Finally in my extremity I stopped and disconnected the tubing from the gasolene tank, intending to drink gasolene, but reconsidered and did not do it. Then to add to my woe I lost all trace of the road, which had been covered by drifting sand. However, I still had the telephone wire as a guide, and followed it as best I could. Four times I tumbled and I was once stuck in the sand. I tried to lift the front wheel out, but could not do it, so I dug the sand away from the wheels and took my stand down in order to get the engine started on low gear. I turned on full power and threw in the clutch. The way the machine jumped out endangered my neck, but I got moving again, which was the main object. It was the two-speed again that saved me. Running with a desire for water I finally reached a spring where I was so eager for a drink that I let the machine fall over in my haste. I lay there drinking half an hour, and hardly dared to leave, not knowing where I should next find the precious fluid. While I remained irresolute, a horseman happened along and cheered me by the intelligence that it was only three miles to Arlington.

Reaching Arlington I was told I would have to ship my machine all the way to Spokane, because of the sand, which is too deep for automobiles. Accordingly I emptied the gasolene tank and avoided the balance of that awful desert. Leaving by train before midnight I arrived in Spokane early the next morning. There I visited several interesting parks, although the run to Arlington had taken about all the sap out of me.

At Spokane I made my headquarters at the Spokane Cycle Co., on Post street, where everyone was courteous and where I was permitted the run of the shop. There I also met many members of the Spokane Motorcycle Club, whose tenders of aid encouraged me greatly, and whose interest was shown by innumerable questions. Although I had met with only two punctures between Los Angeles and Spokane, while in the latter city I decided to transpose my Hartford tires before going further. I also put on a tire sleeve and cleaned the machine, but did not touch the engine. The club members gave me a hearty send off when I pulled out. I did not leave there until 3 p. m., but the roads were so fine, all of the 25 miles to Coeur D'Alene, Idaho, that I camped early at Lake Coeur D'Alene.

The next morning at Coeur D'Alene I was warned not to attempt to ride to the Old Mission, which necessitated a trip through Fourth of July canon, a swampy pass. As my own weight was 147 pounds and the machine, with camp outfit and provisions, exceeded 350 pounds, the total of 500 pounds did not make the prospect inviting. Accordingly I got aboard the steamboat "Idaho," of the Red Collar line, bound on an excursion to St. Joe, with a band and jolly crowd. The 40 miles trip consumed three hours.

Lake Coeur D'Alene is the second largest body of water in Idaho, being entirely surrounded by the Bitter Root range of the Rockies. Along its shores are many charming bays and beaches thickly dotted with summer homes. The route was up the lake, passing Kid island, Wolf Lodge bay, Niggerhead point, Twin beaches, Mica bay, Driftwood point, Black Rock, Powder Horn, Windy bay and East point. At Har-

rison I was obliged to wait three hours for the "Tacoma," a smaller boat, to take me up the beautiful Coeur D'Alene river. Three hours and a half were required for this river trip of 35 miles. It was so late at night when we reached Old Mission that I was allowed to sleep aboard, after having supper with the crew. The place takes its name from a mission built nearly 70 years ago by Jesuits, which still stands, a monument to the early settlers of the Coeur D'Alene country. The structure was built entirely of wood, pegs taking the place of nails. The land thereabouts is heavily timbered, but a few cleared places yield large crops of oats and hay.

Mounting the motor at the mission I rode 25 miles to Wallace, Idaho, over splendid roads. Here and there I could see forest fires, which made the going smoky. I had intended to go from Wallace to Mullen on the Old Mullen trail, over the Big Bitter Root divide. I found, however, that not even horseback riders would be allowed to make the trip, owing to the prevalence of fires. Consequently I had to go north by way of Delta and Murry. Two mountain ranges had to be crossed to reach the latter place, 35 miles away, but they gave me no trouble. I rode all the way on low gear. It was the best mountain road I had encountered to date, and the scenery was in keeping with the road. In a few places, however, the forest fires had reached to the highway. Leaving Murry at 3 o'clock in the afternoon I started to climb the Big Bitter Root divide, a continuous grade of 10 miles. The rocks seemed to me the most imposing I ever saw, in size, roughness and number. The road was so steep I could not hold the machine when I stopped to cool the engine; only the bank kept it in place. The rocks were so large and thickly distributed it was dangerous to ride in many places. Accordingly I had to walk and steer the machine on low gear, slipping the clutch. It was so smoky, too, I could not see far ahead. When half way up the divide it began to rain smartly, and then it began to get dark, while the rocks became bigger and more dangerous. Here and there I had to stop and roll them aside in order to pass. The combination of smoke and rain made the atmosphere stiffling, for I was now close to the burning forest. Timber was falling all about, and I began to wonder if I should escape unscathed.

Finally I came to a giant tree four feet in diameter that blocked the road. It took me an hour to get on the other side of it, being obliged to dig a cut underneath it with my frying pan large enough to push the machine through. I then started again, but was not able to go far; it had grown dark and thunder and lightning had been added to the rain.

The trail could not have been more dangerous. On the right was a steep bank and on the left a chasm that apparently had no bottom. At any rate I could not hear strike the rocks that I threw over by way of test. In despair I camped in the middle of the trail, fastening the canvas to a tree and throwing it over the machine so as to make a sleeping cover. Everything was so wet that lighting a fire was out of the question. Therefore I crawled supperless into my sleeping bag, utterly miserable in mind and body. Perhaps the reason I did not cheer up was because the worst was yet to come. Exhausted nature finally asserted itself, however, and I fell asleep. It could not have been more than an hour when I was aroused by a half sensation of drowning, which came at first



something in dream form. Unfortunately it was no nightmare, but painful reality. My first thought was that I had rolled over and down a bank into a mountain torrent. The sleeping bag was afloat. It turned out, however, that a rivulet of water about four inches deep, collected by the storm, was pouring down the trail and flooding my bed, which, being closed at one end, held the flood almost as well as if it had been a tank.

There was nothing to do except to get out my frying pan and dig a ditch to one side, so as to divert the stream from running under the tent. The sleeping bag was too wet to get into again, so I had to sit up to remainder of the night. I kept my gun in my hand, too, thinking of wild animals, although I heard no noises that indicated the proximity of beasts. Still, the violence of the wind and rain coupled with the thunder was enough to overpower sounds at any distance. I could not have chosen a wilder spot, although not until later did I fully realize the isolated nature of the place. Later I learned that not more than three or four persons cross the trail in a year. Somehow the lines of the poet, "Oh, for a lodge in some vast wilderness," and the succeeding gabble about a "boundless continguity of shade" did not appeal to me at all under the circumstances. I was too tired to think much about verse, for I had covered 65 miles the preceding day.

A. H. HELGESON.

Touring Europe on Tandem Tricycle.

In its way what probably was the most unusual tour which has been undertaken in a considerable period was that completed last month by Mr. and Mrs. W. T. Farwell, Jr., of New York City, who returned from abroad a few days since. Farwell himself is an artist and crossed the pond partly with an eye to art galleries and partly in pursuit of pleasure. The pleasure, and lots of it, was obtained through the medium of a tandem tricycle, a type of machine which is now practically obsolete. Farwell, however, purchased one in England, and though it was in good condition and fitted with pneumatic tires he paid but $45 for it. He sold it for $30 before taking ship for home.

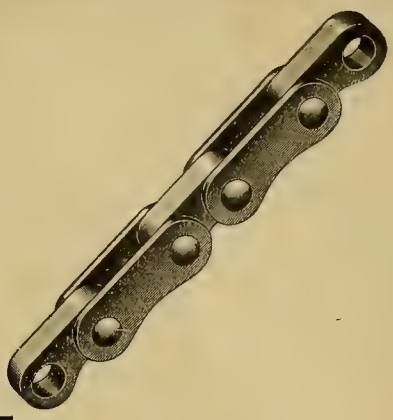
It was the nature of the machine which made his journey unusual. On it the New York couple traveled some six hundred miles and nearly everywhere the tandem tricycle attracted crowds and was viewed as a curiosity. They visited England, Holland, Belgium and France, and made no effort to see how fast or how far they could go. Many days they completed but ten miles, and never did they go more than fifty, stops of a week or more being made in the larger art centers and not a few along the road where pleasing or impressive scenes met the artistic eye. On such occasions Farwell states that the three-wheeler had its advantages, in that he could sit in the saddle and sketch the picture which presented itself. He was most impressed by the views in the Belgian highlands, and along the River Meuse.

While he encountered fewer motorcycles than he expected to meet, there was no lack of bicycles. They seemed to be in very general use in all of the countries which he visited, particularly in Holland, where, Farwell says, everyone seems to ride bicycles. The country is charming and the hotels all are good. The Farwells carried with them, however, a teaset, and by purchasing the necessary edibles en route had many a pleasant al fresco luncheon and other meals at the roadside.

Guessability Run in Quaker City.

The sociability run germ which had its origin among the automobile clubs of Philadelphia, now has spread to the motorcyclists of the Quaker City, the newly organized Pennsylvania Motorcycle Club being the first to become infected with it. On Sunday, 11th inst., the club held its first sociability run, which really is a secret time guessing contest to Collegeville, and the official time set for the trip was 1:27:37⅘. In a field of 45 starters, George Seeger, riding a C. V. S., a local product, proved the best guesser, registering 1:30:30, and was awarded first prize, a silver cup.





Whitney Chains

FOR

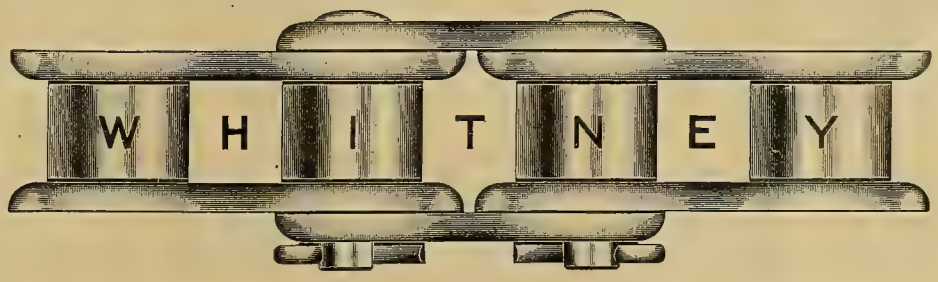
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ODD RULING AT SAN BERNARDINO

Winner of Half-Hour Motorcycle Race a Mile Behind His Nearest Rival—Club Teams in a Relay.

Three thousand people witnessed the motorcycle races held at Association Park, San Bernardino, Cal., on Labor Day, Sept. 5th. The two features of the unusually long card of twelve events were the relay team race at six miles between teams of three riders each from the Riverside and San Bernardino motorcycle clubs, and the half hour free-for-all.

In the team race Pierson, on a 4 Indian, got away first, leading Hoag, on a 4 Excelsior, and finished the first two miles with a comfortable lead. The running then was taken up by a pair on higher powered machines, Pierson passing the handkerchief to R. Shaw, on a 5 Indian. C. Knoll, on a similar machine, overcame part of Pierson's big lead. The last lap of two miles, in which 7 horsepower machines were used, saw the victory of the San Bernardino club assured, when King, riding an Indian, had trouble with getting started. Peck, on a similar mount, finished the race alone, winning in 7:03⅕.

The half hour developed an unusual situation and the referee's decision was left open to debate. The man who covered the greatest distance was, strange to say, not returned the winner. He was Roy Shaw, and he was far ahead when, with 10 seconds to go, the feed pipe on his Merkel broke. At the time he had made 29 miles, but because he did not ride the full half hour, the referee awarded the race to C. Knoll, Indian, who had but 28 miles to his credit. In the same race the only accident of the meet occurred. J. A. King broke a chain on his Indian, and was thrown while going at a mile a minute clip. He was badly bruised and suffered a broken finger, but could walk without assistance. The summaries:

Six miles challenge cup relay, San Bernardino vs. Riverside—Won by San Bernardino, Pierson, Shaw and Peck riding. Time, 7:03⅕.

Three miles stripped singles—Won by Ray Peck, Excelsior; second, C. Biggs, Excelsior; third, C. H. Clem, Harley-Davidson. Time, 3:26.

Australian pursuit, limit ten miles—Won by C. Knoll, Indian; second, C. King, Indian; third, D. Hoag, Thor. Time, 5:54.

Five miles stripped stock twins—Won by Knoll, Indian; second, Peck, Indian. Time, 5:16.

Half hour race, free-for-all—Won by C. Knoll, Indian. Distance, 28 miles. Roy Shaw, Merkel, had accident just before the finish.

Three miles free-for-all, singles—Won by R. Johnson, Thor; second, C. Knoll, Thor; third, J. A. King, Indian. Time, 4:51.

Five miles, stock machines, 31 cubic inches or under—Won by C. Biggs, Excelsior; second, C. H. Clem, Harley-Davidson; third, Ray Peck, Excelsior. Time, 5:34⅖.

Five miles, stock machines, 58 cubic inches and under—Won by J. E. Warman, Indian; second, Ovid Scott. Time, 5:41.

Three miles novelty, free-for-all—Won by Ray Peck, Excelsior. Time, 4:15⅖.

Five miles, free-for-all, twins—Won by J. A. King, Indian; second, Ray Peck, Indian; third, B. F. Bueneman, Thor. Time, 4:56.

Five mile, free-for-all, twins under 48 cubic inches—Won by B. F. Bueneman, Thor; second, C. Knoll, Indian; third, J. W. Warman, Indian. Time, 5:16⅖.

Motorcyclists Thrill Pasadena.

Despite the numerous rival attractions which bid for public favor on Labor Day, and the fact that it was the first serious attempt to introduce the sport locally, motorcycle racing in the form of a meet staged by the Pasadena (Cal.) Motorcycle Club at Tournament Park half mile track on Monday, 5th inst., scored a tenstrike for popularity as may be judged from the fact that over 6,000 persons were in attendance. All of the riders were local men, and though the events filled well, honors were confined to three men, of whom Dave Kinney, Indian, captured the lion's share, three in all, including the stellar number, the 25 miles free-for-all. This was a rousing good contest, and although 11 men started the action was supplied by Kinney, Indian; Austin, Merkel, and Toby, R-S. In the third mile Austin's machine went wrong and Toby took up the gauntlet. He dogged Kinney until the twenty-first mile and then commenced to close the gap, finally passing him in the stretch in the twenty-fourth mile amid great excitement. In the last mile it was a seesaw between them, and Kinney just managed to cross the line a few feet ahead.

Kinney and Austin met again in the 10 miles for twins, which was marred by an accident. For eight miles the men rode practically neck and neck, first one leading by inches and then the other, while the crowd yelled itself hoarse. In the ninth mile Austin skidded on one of the numerous soft spots and went down. He immediately jumped up unhurt, while Kinney went on and won as he pleased. He also captured the six miles open, Austin being the runner-up, and the latter finally came into his own by defeating Kinney in the five miles for singles.

Twenty-five miles free-forall—Won by Dave Kinney, Indian; second, Charles Toby, R-S. Time, 33:30.

Ten miles, twin cylinders—Won by Dave Kinney, Indian. Time, 14:54. Ray Austin, Merkel, fell.

Six miles open—Won by Dave Kinney, Indian; second, Ray Austin, Merkel. Time, 8:41⅘.

Five miles, singles—Won by Ray Austin, Merkel; second, Dave Kinney, Indian. Time, 7:48⅕.

Three miles, stock machines—Won by Burt Williams, Indian; second, Dave Kinney, Indian. Time, 5:12.

Walthour Loses Championship of Europe.

Robert Walthour suffered a decisive defeat at the hands of Thiele, the German rider, in the 100 kilometers race for the championship of Europe, held at Dresden, September 4th. Although the race has not been sanctioned by the U. C. I., it has attracted some of the best riders of Europe, among whom were Walthour, Guignard, Ryser and Salzman. The winner made the century in 1:10:37, while Walthour was 1,200 meters in the rear, Ryser 2,200 meters and Guignard 3,900 meters.

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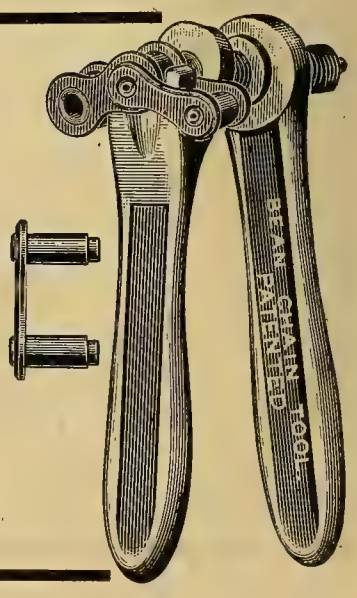
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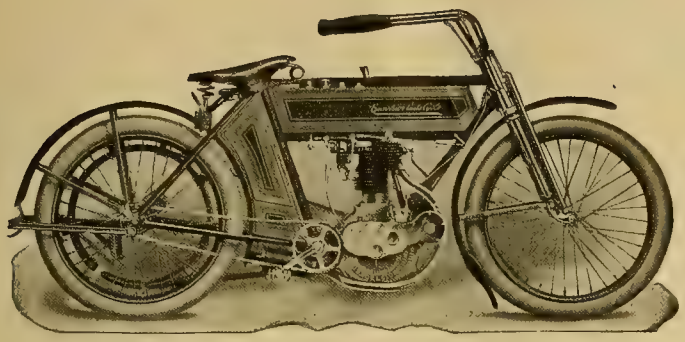
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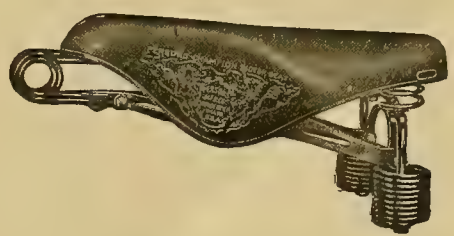
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RECENT PATENTS.

961,225. Coaster Brake. Charles Glover. New Britain, Conn. Filed Dec. 24, 1908. Serial No. 469,087.

1. A coaster brake including a drum, a constrictable band operating upon the periphery of said drum, a support outside of the circumference of said drum for supporting one end of said band, and a double toggle for operating said band, and means acting through the interior of said drum for operating said double toggle.

961,561. Gearing. James R. Trigwell, Mitcham Lane, England. Filed May 18, 1907. Serial No. 374,358.

1. In a motor driven velocipede, the combination of a motor, a transmission chain actuated thereby, a friction driving ring, a friction disk adapted to contact with the internal face of the friction ring and driven by the chain, and means for bringing the said disk out of and into contact with the internal face of said friction ring.

961,588. Pyrophoric Igniting Device for Lamps of Cycles, Automobiles, and for like. Carl Friedr, Droll, Heidelberg, Germany. Filed June 1, 1909. Serial No. 499,297.

1. A pyrophoric ignition device for the purposes described, consisting of a tube adapted to fit an opening in the lamp casing and reflector, a pyrophoric piece located near the inner end of said tube, a friction piece located in said tube and movable therein, arranged to act upon said pyrophoric piece when operated, and means for operating said friction piece from the outer end of the tube, all of said parts being carried by said tube and removable with it and occupying a transverse area less than the area of the opening in the casing or reflector, so that they may be inserted or removed from the outside of said casing or reflector.

962,314. Jump Spark Igniter Plug. Louis Bond Cherry, Aberdeen, S. D., assignor by direct and mesne assignments, to The Ball Multi-Spark Plug Co., Aberdeen, S. D., a Corporation of South Dakota. Filed July 29, 1907. Serial No. 385,992.

1. An igniting device having opposing curved smooth electric condenser surface electrodes arranged one within the other and separated by an annular spark gap.

FRED HUYCK ON

G&J TIRES

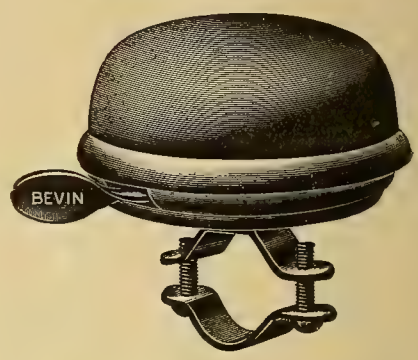
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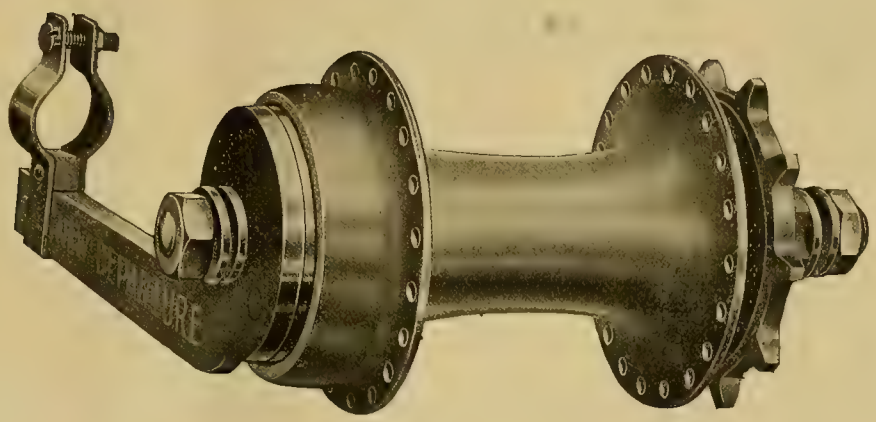
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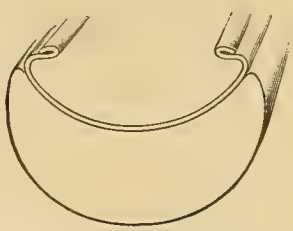
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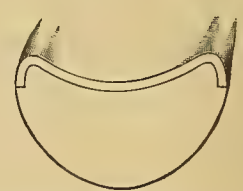
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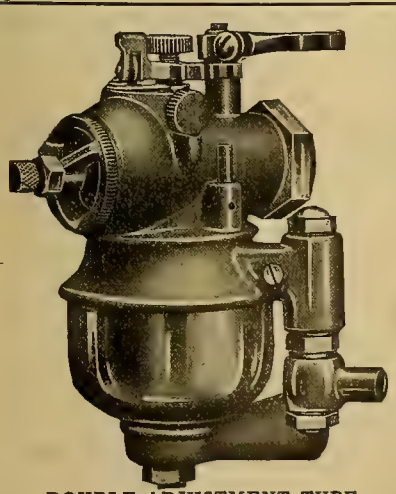
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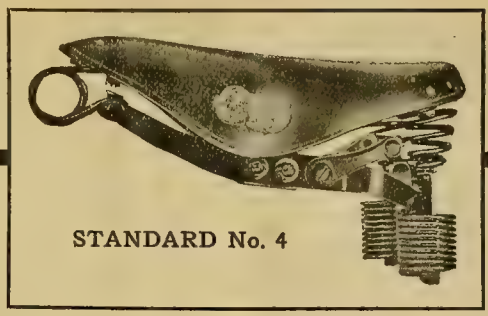
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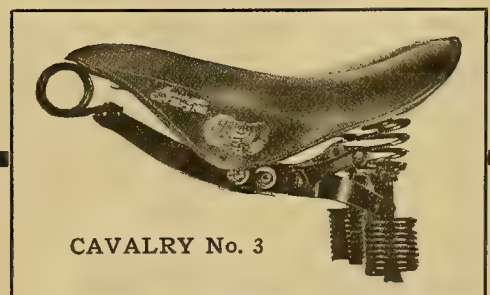
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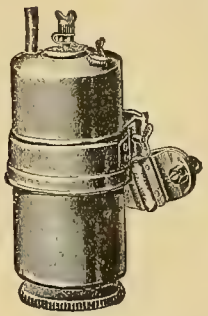


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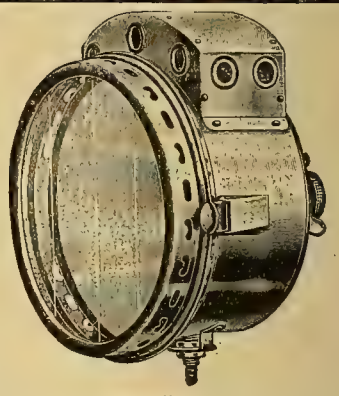
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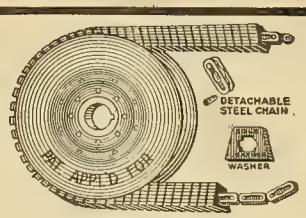
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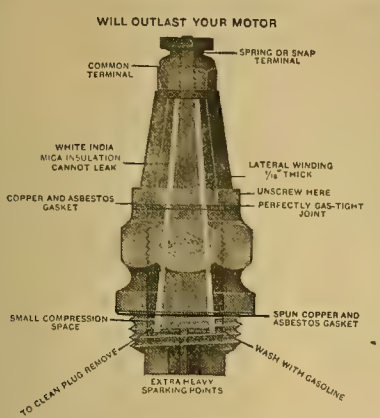
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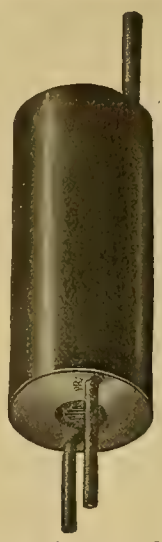
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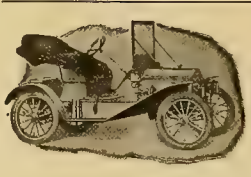
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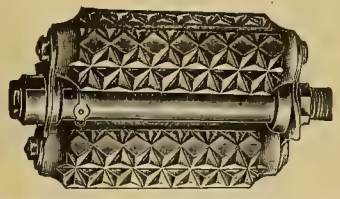
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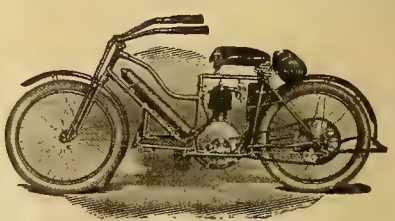
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